RAILROAD

MAGAZINE | JUNE 50c

Three Colorado Narrow-Gauges by LUCIUS BEEBE and CHARLES CLEGG

"I call it a bad day if I don't make $25 before noon"

(This chair alone brought $4.50 with twenty-five minutes work and 32¢ in cleaning materials.)

by Harold Holmes

"Just a few months ago I made the big move. I gave up my job and started spending all my time in the little business I had been running on the side. It wasn't an easy decision, but, now I'm tickled to death I made it. Not just because I'm my own boss or because I have an excellent chance of making over $10,000 this year. It goes deeper than that.

"You see, this idea has caught on like wildfire in my town. Not a day goes by without my phone ringing with women calling for appointments. The beauty of it is that once a woman becomes my customer, she calls back year after year. Not only that, she tells her friends, too, and they call me. Before I know it I'm swamped with work. (And at $7.50 an hour net profit it doesn't take long before my bank account is really mushrooming.)

"Funny thing, but back last year before I started, I never realized the money there was in this business waiting for someone to come along and collect it.

Concentrates On Better Homes

"Just think: every house in town has furniture and most have rugs or carpeting. I concentrate on just the better homes and have more work than I can handle. You know why? Because women are fussy about their furnishings. Can't stand to see them dirty. That's why they call me over every year.

"The average job is worth $25.00 to me and takes a little over 2 hours. Out of this, after paying for materials, advertising and other expenses I net about $15.00 clear profit. This means I need just 3 jobs a day to clear $11,250.00 in a year. Frankly, since this will be my first full-time year I'll be glad to hit the $10,000 mark. But after that this business should grow larger each year until I have to hire men to help me handle the business.

Trained by Another Dealer

"Believe me there's nothing magic about it. I didn't know a thing about cleaning home furnishings before I became a Duraclean dealer. But after my application was accepted I was trained right in town by a successful dealer from another city.

"I was astonished by the short time it took me to become an expert. Actually, much of the credit must go to the Duraclean process, which is so safe it has earned the Parents' Magazine Seal.

"The portable machine you see is just one of the electrical machines I use. It manufactures a light aerated foam with a peculiar action chemists call 'peptizing'. It means that instead of being scrubbed deep into the fabric, dirt is gently ABSORBED by the foam, leaving the fabric clean all the way down.

"Women can't believe their eyes when they see how it works. Colors appear bright again, and rug pile unmats and rises like new.

"I don't have to soak rugs or upholstery to get them clean, which ends the problem of shrinkage, and means the furnishings can be used again the very same day. This alone has brought me a lot of customers.

Offers Five Different Services

"As a Duraclean dealer I make money with four other services, too: ***Duraproof*** . . which makes furnishings immune to moth and carpet beetle damage (it's backed by a six year warranty). ***Durashield***, a brand new dirt-delaying treatment. It coats fabrics with an invisible film that keeps dirt out. ***Duraguard***, another new service, flameproofs draperies, upholstery and carpets to reduce charring and the tendency of fires to flame up. And ***Spotcraft***, which consists of special chemical products for removing stubborn spots and stains. On jobs where I perform all five services, I multiply profits!

"One of the nicest things about being a Duraclean dealer is that whenever I need help—whether it concerns advertising, lining up local retailers as agents, keeping business records, almost anything at all—I can write or phone Headquarters and I get prompt, expert guidance. They maintain a staff of experts who are going "all out" to make my business a success. My services are nationally-advertised in famous magazines like McCall's, House Beautiful and many others. I also get a complete advertising kit prepared by experts. (There's even a musical commercial!) I get a monthly magazine full of methods to build business and I can meet with other dealers at Duraclean conventions. I'm also backed by insurance. In fact there are over 25 regular services I get under their unique System.

Operates From Home

"Maybe you too would like to break away from your job and make a fresh start in a business of your own. Do you need a shop? Certainly not. I operate from home. Need a lot of money to start? Not at all. Duraclean finances reliable men, after a moderate down payment, and furnishes enough supplies to return your TOTAL investment.

"You get everything you need: equipment, supplies, advertising matter, personal training, and regular help from Headquarters. To get all the details, just fill out the coupon. There's no obligation and you can *decide for yourself*. I'll say one thing: if you DO become a Duraclean dealer, you'll be glad for the rest of your life that you took time today to write."

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Desk 8-706 839 Waukegan Avenue, Deerfield, Ill.

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RAILROAD MAGAZINE

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VOL. 69, NO. 4 JUNE 1958 50 CENTS

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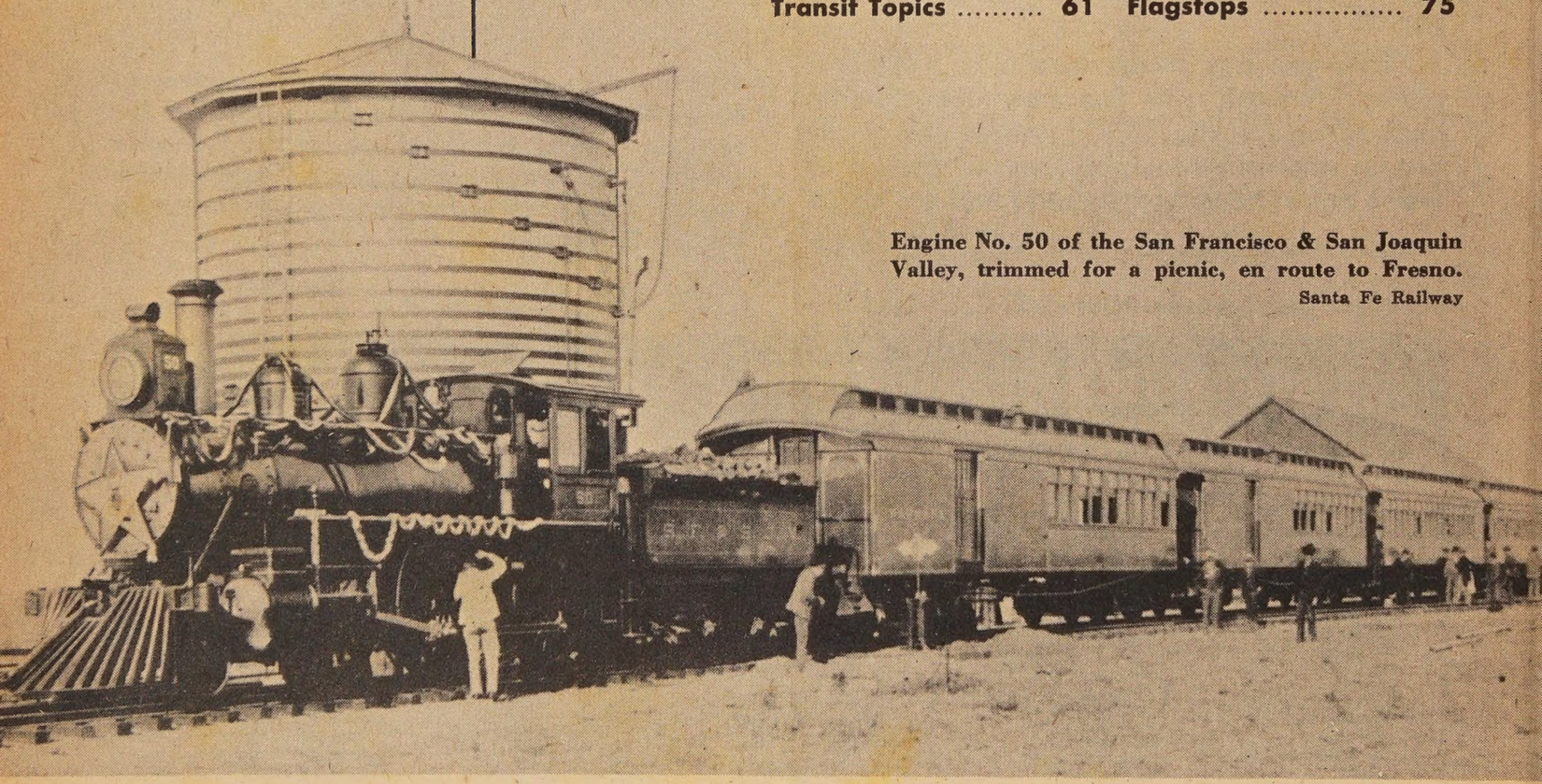

Engine No. 50 of the San Francisco & San Joaquin Valley, trimmed for a picnic, en route to Fresno.
Santa Fe Railway

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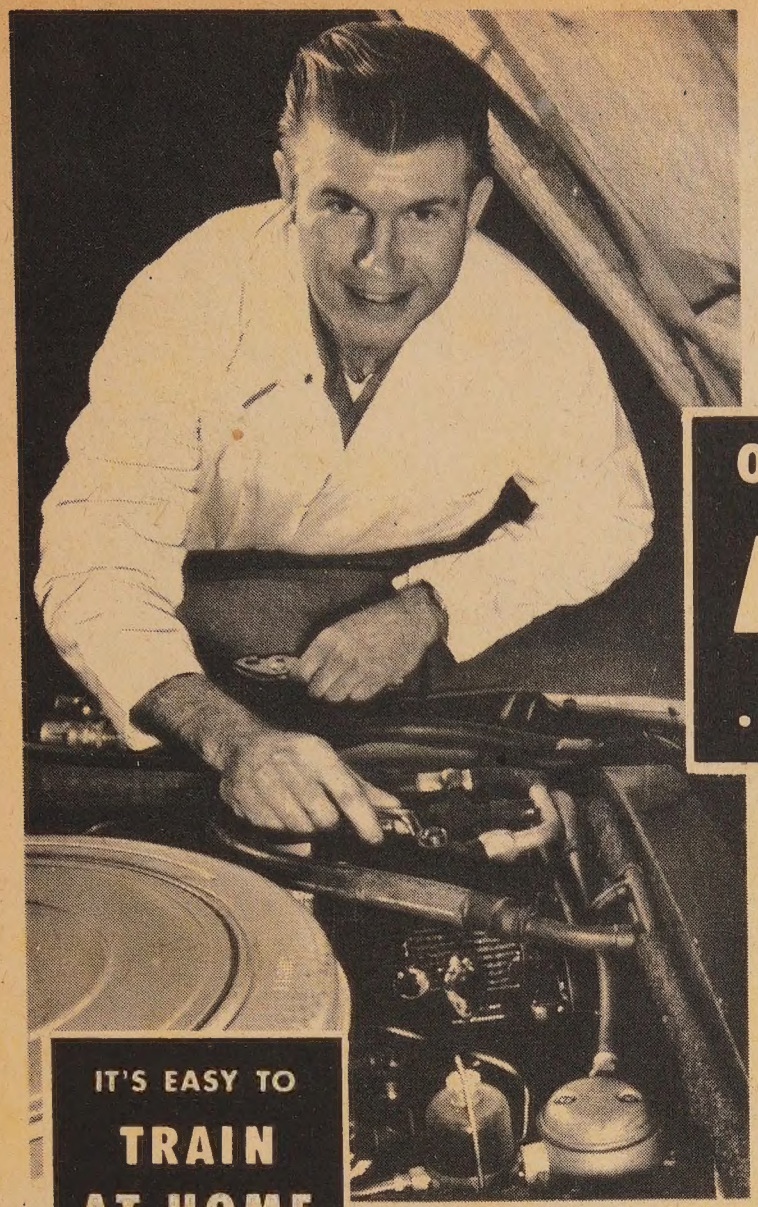

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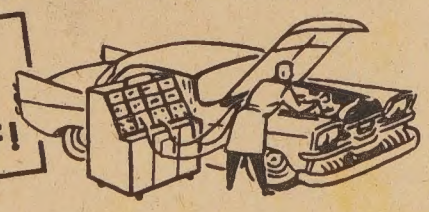

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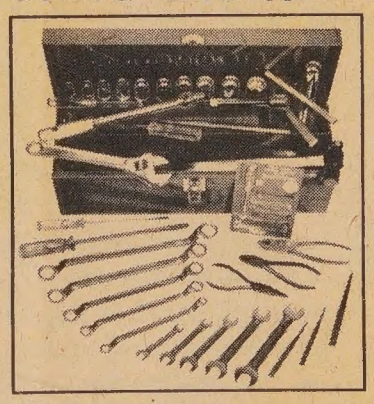

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Five slim-gage locomotives wheeled Denver & Rio Grande train up Soldier Summit's 4 percent grade April 26, 1911, in Rocky Mountains just opposite old Midway derail, near present-day town of Gilully, Utah. Hogger on first engine, No. 1160, was E. W. Condon, of 743 E. 14th St., Oakland, Calif. Maximum grade on Soldier Summit today is 2.4 percent.
Rio Grande Green Light

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

THE SILVERTON train on our front cover was painted by Howard Fogg of Basking Ridge, N. J., as the frontispiece for a forthcoming new book, *Narrow Gauge in the Rockies.* It adorns *Railroad Magazine* by courtesy of the authors, Lucius Beebe and Charles Clegg (sometimes known as the Gold Dust Twins). Apparently, newspaper reporters use lavendar typewriter ribbons to describe the luxurious traveling habits of these two gentlemen.

"Their elegant flying carpet is a private railroad car, the *Virginia City,* which has brought Renaissance decor to the siding at Pacific Grove (Calif.)," enthuses Bob Radcliffe in the *Monterey Peninsula Herald.* "Clegg and Beebe are all but the last of a vanished race. Only one other private car rides the rails today and it belongs to a Kansas City insurance tycoon."

Beebe comments, "The railroads always tell us when our cars are going to pass on the road and we try to be out on the observation platform to salute as we go by."

Accompanying the two authors on their tours is Mr. T-Bone Towser, 185-pound St. Bernard dog, equipped with a silver brandy flask. "The flask?" says Beebe. "Oh, he's got to have that. The photographers demand it."

Riding around the country as they do costs the Gold Dust Twins about a dollar a mile for fares and switching service. Not long ago, on trips to Florida and New York, their car rolled over 14,000 miles.

The *Virginia City* was rebuilt from an observation-drawing-room Pullman to replace the antique Victorian private car, *Gold Coast,* in which the intrepid pair had visited Pacific Grove on a previous journey.

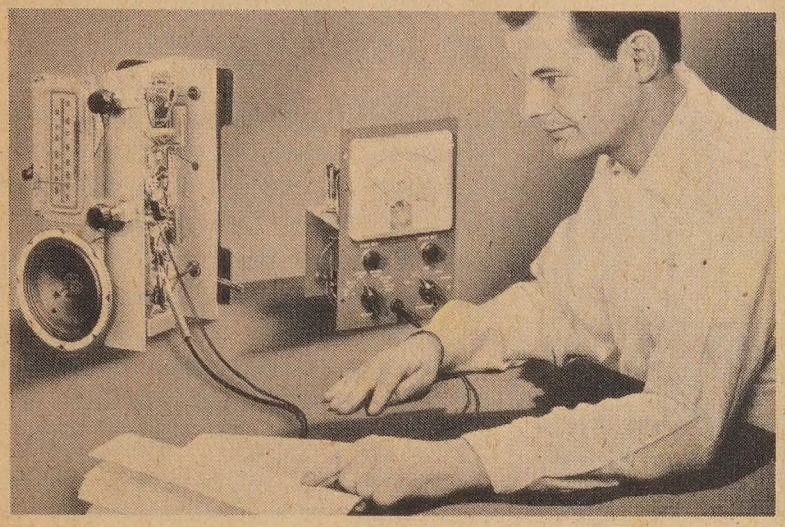
"Naturally," Beebe told a local reporter, "we wouldn't show up here twice in the same car." ●

VERMONT'S Public Service Commission has ordered the Springfield Terminal Railway to use a four-man crew on each train in regular service, diesel-powered or not. Says Dwight A. Smith, Jr., the road's general manager: "The four-man crew gets paid for an eight-hour day, even though they often consume only two or three hours per day in performing their duties."

With such things happening throughout the country, is it any wonder that some roads are pulling off trains and abandoning branch lines?

Furthermore, why do some state laws compel a single-unit RDC to have a three-man crew on a private right-of-way that is protected by a dispatcher, signal indications, train orders, and operating rules, while a competing bus is driven by a lone wolf collecting tickets

Train at Home for SUCCESS in RADIO-TELEVISION



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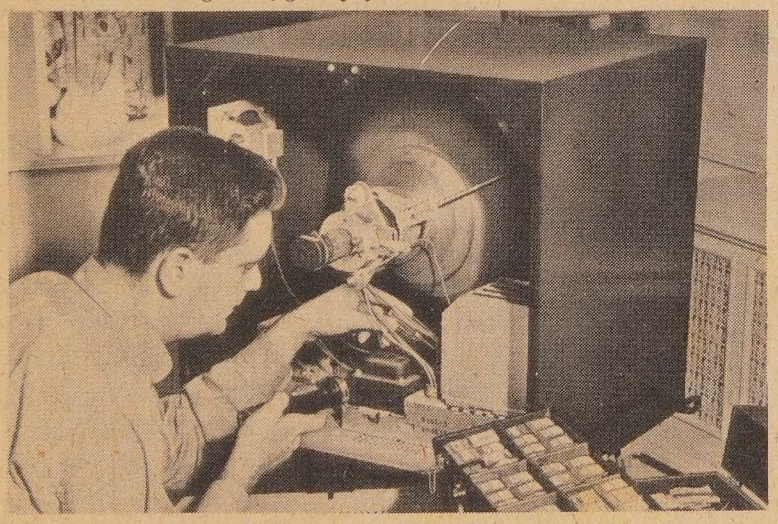

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Founder

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"Received my License and worked on ships. Now Chief Engineer Station WAPA. Grateful to N.R.I." R. D. ARNOLD, Rumford, Rhode Island.

"Enrolled while meat market manager. Got serviceman job. In a year my pay increased 50%." C. CARTER, San Bernardino, California.

"Have a Radar job. Also do spare time Radio-Television servicing. Have my own amateur Radio Station." F. ZAWAKE, Scranton, Pennsylvania.

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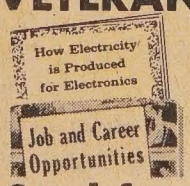
VETERANS—Approved under GI Bills



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ACCREDITED MEMBER, NATIONAL HOME STUDY COUNCIL

and fighting traffic on public highways? This isn't even common sense.

Finally, why should North American diesel and electric locomotives need *two*-man crews while *one* man handles those in Great Britain?

Prior to the first of this year, British Railways used two-man crews on their diesels and electrics. The new ruling is subject to maximum distances of 100 miles or two hours of non-stop running time, with certain exceptions between midnight and six a.m.

We really want to know why some guys get eight hours' pay for two or three hours' work, and why three men run a single-unit railcar while a lone wolf drives a bus, and why our own locomotives are so much more complicated than those in Britain that two men must handle each one. ●

NOSTALGIA. "I bought my February copy of *Railroad* in a supermarket," writes E. D. McVoy, 409 Scenic View Drive, College Point, Wash. "Needless to say, I let my wife finish the shopping while I pushed the cart, keeping one eye on the traffic, and delved into *The Pacific Story* by H. L. Kelso. Coming to the photo spread of Santa Fe engines 1226 and 3757, I felt as if I were looking at two old friends who had crossed the Great Divide where all pony tracks point one way.

"That picture recalled a winter day in 1947 when I visited Yard A in San Bernardino, Calif., and gazed upon three rows of dead engines. All were motionless except for occasional dirty, ragged, white flags that flapped in the breeze. Lonely mountains of metallic machinery. A heavy silence seemed to be pressing down. I walked along the rows. There, among others rusting away, I recognized the 1226.

"Climbing aboard, I pulled her whistle cord twice, dropped her Johnson bar in the front corner, put her independent and train brake valves in full release position, opened her sanders, and pulled back her dead throttle. Then I leaned out the window . . . daydreaming, like the last paragraph in Mr. Kelso's article.

"I often saw the 3757 on passenger trains, and as a switchman in Los Angeles I helped to take care of trains she brought into Union Pacific Terminal.

"Her last run was on freight, not passenger. I watched her from my home in Rivera, Calif., where my back fence bordered the UP right-of-way. She roared by, headed west, her white flags flapping in the breeze. I gave a highball salute—and never saw her again." ●

WITH four generations of railroaders in her family tree employed at one time or another in the Louisville & Nashville police department, beginning with a great-great-grandfather, 16-year-old Dolores Farley is determined to work for the L&N herself after she finishes high school—but not as a policewoman.

Her father, James E. Farley, began

Dispatcher's daughter: Dolores Farley

with a police job but is now night chief dispatcher on a division currently moving 900 cars of coal a day.

"When I was very small and my father was a telegraph operator stationed at Neon, Ky.," she recalls, "we lived near the wye where trains pulled in from the mines. Many a time a crew would let me ride their caboose around the wye while they were turning the train."

One of her grandfathers, Thomas T. Yancey, is inspector in charge of Eastern Kentucky Division police. The other, the late Milton Farley, was a locomotive engineer on the same division.

"Grandpa Yancey has had an adventurous life," she says. "He tells of tough days in the mountains, before highways were built, when he rode horseback to police the tracks and round up bandits. Among other things, he was shot at from ambush, saw blood trickling down a hillside after a feud fight, and handled the situation of river men on rafts getting drunk and firing on the trains."

Dolores is a high school sophomore living on a farm at R.R. 2, Irvine, Ky. She has won several honors in 4-H Club activities and was chosen queen of the 1957 Estill County Fair, but her main interest is railroading. ●

SOMEONE stole a Union Pacific diesel switch engine at Ogden, Utah, the other night, rode her to the mouth of Weber Canyon, and left her there. She had been standing in the yards while crews were changing shifts. Suddenly she came to life and droned eastward on the main-line track. Frantic yard men called police, then stopped a westbound freight train at Morgan, east of the canyon. State and local cops were trying to halt the goat when she turned up. The joyrider's identity is unknown. ●

ROAD-SWITCHER diesel-electric locomotives have become more popular than any other type, according to G. T. Bevan of General Electric, addressing a New York meeting of the American Institute of Electrical Engineering. Mr. Bevan points out that 76 percent of the 1,267 diesel units purchased by North American railroads in 1956 were road switchers, whereas only 5 percent of those bought in 1946 were in that category. He terms the trend significant.

"North American roads have found out," he says, "that high utilization of versatile road-switcher units produces maximum mileage with a minimum number of locomotives. Adoption of this pattern has resulted in drastic reduction of operating expenses, in some instances as much as 60 percent over steam operation."

Mr. Bevan also finds that another significant trend is in axle loading, with all weight on drivers permitting utilization of diesels on heavy- and lightweight rails, 28 percent more continuous tractive effort at 20 percent adhesion, 50 percent additional trailing tons on one percent grade at 20 percent adhesion, and 57 percent increase in the number of cars of 40 short tons each. ●

CORNFIELD MEET of two Pere Marquette passenger trains near Grand Rapids, Mich., described by

Top Doctors Answer The Question...

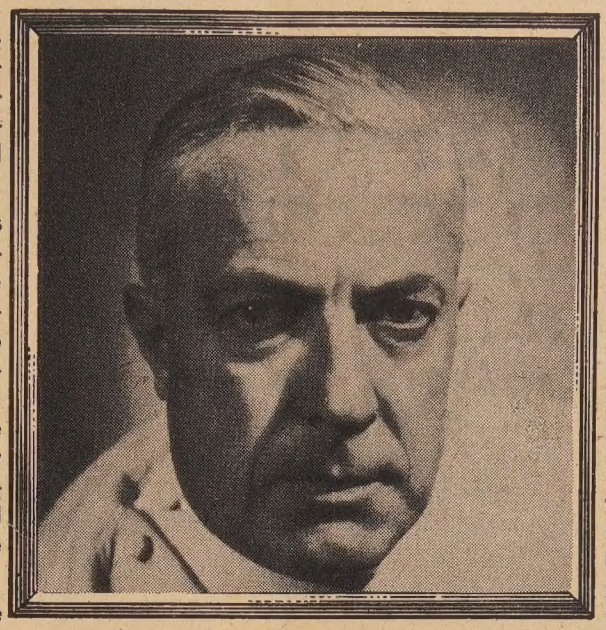
CAN YOU GROW HAIR?

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness—read the rest of this statement carefully, since it may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

But first, let's understand a few facts about hair loss and baldness. Doctors, dermatologists, and top research men in the hair field are not always in complete agreement, but they do agree that there is no such nostrum as a hair grower. No chemical, no electric gadget, no formula can grow hair. What can be done is to stimulate more blood circulation to the scalp thereby supplying more nutrition to the hair follicles, and to keep the scalp healthy and germ free, thereby removing any outside impediment to normal hair growth.

Now, what can be done to prevent the progressive loss of hair? Doctors do not agree on the most significant cause of baldness. Certain facts do stand out, however, in spite of disagreement. There is little or nothing that you can do if your hair loss is hereditary in origin. Recognize the hard fact that if your hair loss is due to factors beyond scientific control, you are going to get bald no matter what you try. And a large body of dermatologists believes that heredity is the largest single factor causing the loss of hair.

That is the black side of the picture. But there is also a hopeful side. Another large group of dermatologists believes that seborrhea (a common scalp disorder) is a common cause of baldness, and that seborrhea should be controlled to prevent the hair loss it causes. The symptoms of seborrhea are easily recognizable. They are: dandruff, dry or oily scalp, scalp itch, head scales—and a progressive loss of hair.



HOW COMATE STOPS HAIR LOSS

A recently developed formula series called Comate effectively controls seborrhea, eliminates dandruff, stops scalp itch, corrects excessively dry or oily scalp, and effectively stops the hair loss caused by seborrhea.

We cannot and do not take sides in this medical controversy over which is a more significant cause of baldness, heredity or seborrhea. But we do know that we sold thousands of bottles of the Comate Formula Series on a money back guarantee, and less than 2% of our customers were dissatisfied with Comate and asked for and received their money back. We received hundreds and hundreds of letters acclaiming the wonderful performance of Comate not only in controlling seborrhea, but in effectively stopping hair loss. We are reprinting in this advertisement excerpts of some of these letters because they so effectively tell of the amazing performance of Comate.

HOW COMATE WORKS ON YOUR SCALP

This is how Comate works: (1) By its rubifacient action, it stimulates blood circulation to the scalp thereby supplying more nutrition to the hair follicles. (2) By its germicidal action, it kills scalp germs on contact, thereby eliminating an outside impediment to normal hair growth. (Comate's germ-killing properties have been proven in a series of scientific tests by a leading testing laboratory—copy of laboratory report on request). (3) Comate controls seborrhea, stops scalp itch. By its keratolitic action, it dissolves dried sebum, head scales, and ugly dandruff. Used as directed, it tends to normalize the secretions of your sebaceous glands, controlling excessive dryness or oiliness. A few treatments and your hair looks more beautiful, more vital and healthier. Today there is no longer any excuse for any man or woman to neglect the warning signals of impending baldness. Comate must help you or it doesn't cost you a penny.

COMATE IS UNCONDITIONALLY GUARANTEED

Now, here is our compelling offer. Try Comate in your own home. In only 10 days your hair must look thicker, more attractive and alive. Your dandruff must be gone, your scalp itch must stop. In only 20 days, you must see the remarkable improvement in your scalp condition and the continued improvement in the appearance of your hair. After 30 days you must be completely satisfied with the rapid progress in the condition of your hair and scalp, or return the unused portion of the treatment and we will refund the entire purchase price at once.

You now have the opportunity to increase the life expectancy of your hair at our risk. So don't wait. Delay may cost you your hair.

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MEN AND WOMEN COMMEND COMATE

These are a few of the unsolicited testimonials received every day from grateful men and women all over the country. Once you've tried Comate you'll rave about it, too!

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

BALDNESS WON'T WAIT! ACT NOW!

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Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

Name_____

Address_____

City_____ Zone____ State_____

RUSH THIS NO-RISK COUPON TODAY!

Dick Stelewagen (Feb. issue), occurred Dec. 26, 1903, according to C. P. Waterman, 931 Burton St., S.E., Grand Rapids.

"My father was engineer on No. 5, engine 397, bound from Detroit to G.R.," Mr. Waterman writes. "He'd been running late in a blizzard. A meet order with him had been issued to the other train, No. 6, engine 183, en route from G.R. to Detroit, but his order was changed, resulting in a lap order because No. 6 could not reach him in time.

"When the two engines met head-on, both boilers stood upright. No. 183's crushed its engineer and fireman to death, while No. 397's tipped backward. Dad's wooden cab burst apart and threw him over the right-of-way fence. Had he been knocked unconscious he might have frozen to death, but he trudged back to an unbroken parlor car. His fireman, pinned under a baggage car, likewise escaped serious injury. About 30 people perished." •

NEW LINES. The Southern Pacific is beginning work on a 48-mile cutoff in California's Antelope Valley linking Palmdale with Cajon Pass, a few miles north of the city of San Bernardino.

This route is expected to divert at least 600 freight cars daily from the crowded Los Angeles yards. At the same time, the ICC has authorized the Missouri Pacific to build a 25-mile branch from Potosi to Pea Ridge, Mo., to serve new iron mines. •

WINNER of a safety-slogan contest conducted by the Chicago & Eastern Illinois is Miss Brenda Greeney, age 14, a high school freshman, 5126 Chadwick Road., Evansville, Ind. Her slogan: "Your future depends on your safety today." Although Brenda's father, R. W. Greeney, is a C&EI police captain and her Uncle Clarence a C&EI car inspector, the girl herself has never had a train ride, not even on a pass!

Brenda Greeney

"But," she says, "mother has promised to take me to Chicago by rail in July for my 15th birthday."

Brenda's dad has charge of the district between Evansville and Clinton, Ind. His duties include the protection of railroad property and the investigation of claims, pilfering, and confidential matters. He says that hobos are still around and always will be, as long as trains run, but their number has dwindled in recent years. •

OUR Government has agreed to pay $1,600,000 of American taxpayers' money to improve suburban railroad service in Colombo, Ceylon, off the coast of India. That's fine—or is it?

What about rail service here at home? How about lifting the 10 percent tax on American passenger fares and the 3 percent tax on American freight shipments? How long will our Government continue to subsidize air, highway, and waterway transportation in competition with railroads?

Look at the record. Ten years ago we had 40,000 more freight cars than we have today. During that same period our railroad passenger-car fleet shrank by 7,000. Branches and short lines are being abandoned. Since 1940, tracks in service have dwindled by 15,000 miles.

"American railroads just aren't being allowed to earn enough money to hold their own, much less grow," warns *Railway Age*. "And what are the Russians doing all this time? They shroud most of their programs in secrecy, but it's reported they've *doubled* their track mileage since 1945."

Let's stop kidding ourselves. Which is more important to American defense, improving our own railroads or improving suburban service on a tropical island in the Indian Ocean? •

FAST RUNS. "One day, while making up lost time with Canadian National passenger train 105, I covered the 45 miles from Chatham to Walkerville from a standing start in 29 minutes with a Mountain-type engine, No. 6401, having 77-inch drivers and 250 pounds boiler pressure," recalls William J. Parry, retired hogger and fiction author, R.R. 1, Belle River, Ont., Canada.

"My schedule called for 120 minutes on the 110-mile run between London and Windsor, including three regular stops and four speed restrictions. When running late I would often make up ten minutes of lost time, covering the 110 miles at an average rate of a mile a minute. One day I did it in 105 minutes, with engine 6401 and with 200 co-eds back in the coaches. I stepped up speed so the girls could make a New York Central train connection.

"Highest speed I ever made was pulling the same train from Belle River to Tecumseh, ten miles in five minutes! My engine then was a Hudson type, No. 5700, with 80-inch drivers and 275 pounds boiler pressure."

Can any other North American engineer now living match that burst of speed, 120 mph.? •

NEWS BRIEFS. Since January 1 the Pennsy and New York Central have been honoring each other's round-trip tickets between New York and Midwestern cities served by both roads. This permits passengers to go to a destination by one road and return by the other.

Edward Taylor, who has been commuting on the Jersey Central for 69 years between Westfield, N. J., and New York City, and Miss Grace Snyder of Plainfield, N. J., a Jersey Central commuter for 61 years, were honored the other day as breakfast guests in the business car of the road's president.

Every time a diesel locomotive horn toots at a grade crossing in Hopkinsville, Ky., the lights go out in the nearby Sports Center, reports Robert J. Bruhin. By pre-arrangement, the horn is a signal for lights to be doused until the train passes, because the bright glare used to blind the engineer temporarily.

"Harry Bedwell's stories, published in *Railroad Magazine* about 20 years ago, were responsible for my becoming a telegraph operator," recalls William A. Burke, 932 W. 7th St., Plainfield, N. J.

The American Short Line Railroad Association represents 284 U.S. railroads, ranging from less than a mile long to more than 2,200 miles. Headquarters: 2000 Massachusetts Ave., N.W., Washington 6, D. C. Not all of the nation's 350 or so short lines belong to it. Thirty years ago this country had about 800 short lines.

"I've been buying and reading *Railroad Magazine* since Dec., 1929," writes William Cox, 1146 S. Clark Drive, Los Angeles, Calif., "and I have all the issues neatly bound in library-type binding. It is the most valuable research library I know of for railroad lore." **(Continued on page 72)**

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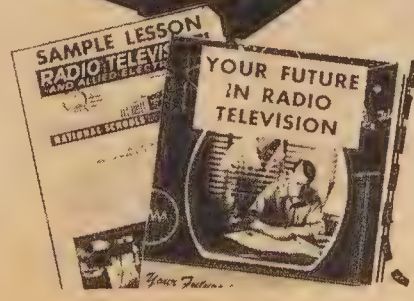

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Rush free TV-Radio "Opportunity" Book and sample lesson. No salesman will call.

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☐ Check if interested ONLY in Resident School training at Los Angeles.
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Electronic "traffic cop" clears the track ahead. On this Centralized Traffic Control board—"CTC"—the dispatcher sees the location of all trains operating in his district. By pushing buttons or flipping levers on the panel before him, he throws switches and sets signals to control the movement of all trains over hundreds of miles of track.

More Railroad Progress like this depends on adequate earnings

Isn't this common sense?

Centralized Traffic Control is just one of the many improvements which help make the railroads far and away our most efficient form of mass transportation.

Railroads are constantly making such improvements — and will make many more as rapidly as they are able to earn the money to pay for them. But the earning power of railroads today is restricted by outdated public policies that favor competing forms of transportation.

This unequal treatment causes the public to lose some of the benefits of railroad progress—progress as important to the nation as it is to the railroads.

In the interests of all of us, the railroads should be permitted equal opportunity to earn an adequate return on the money invested in them. Then everyone would benefit — including *you*.

Isn't this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.

YOUR BASIC TRANSPORTATION

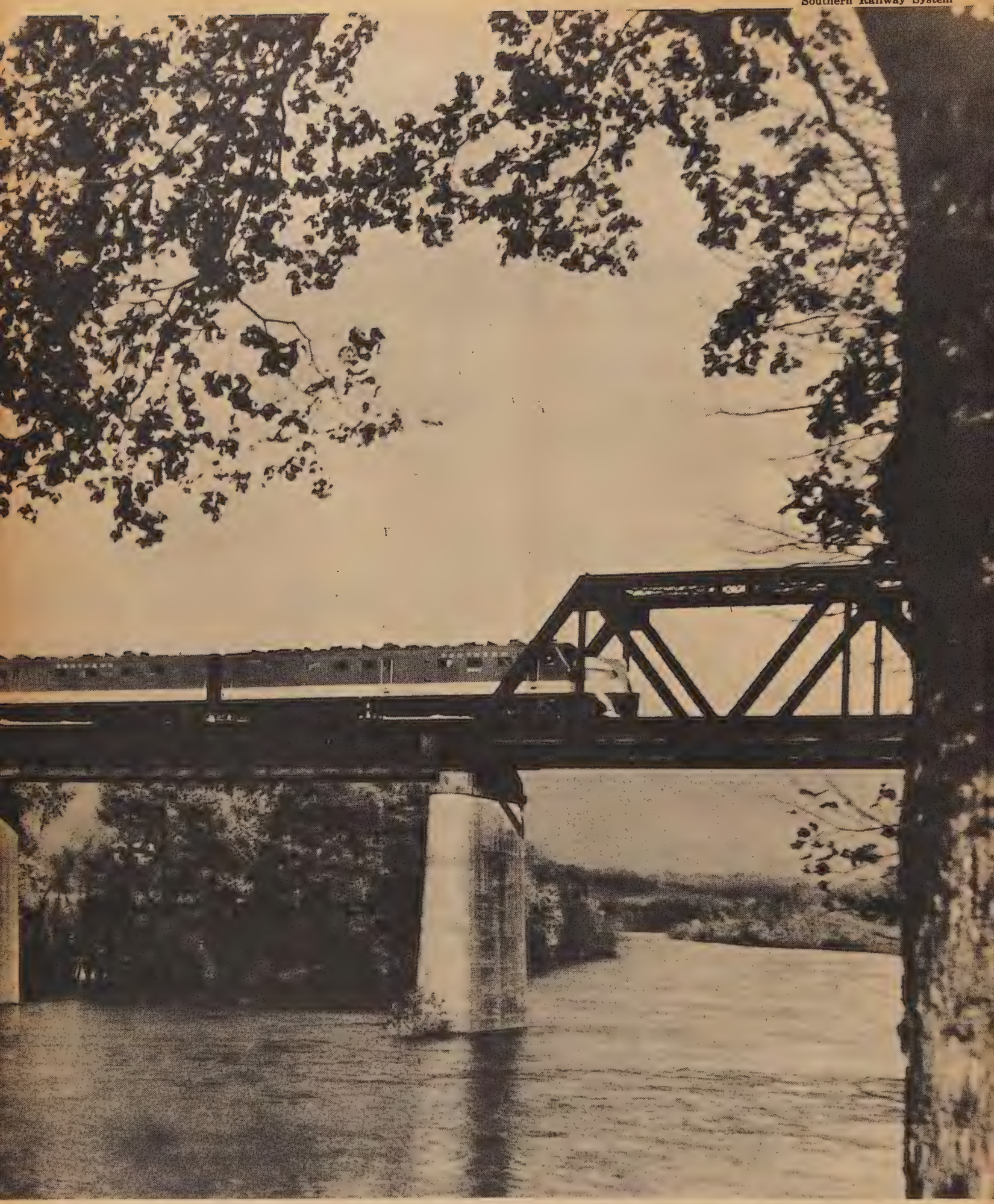
PHOTOS of the MONTH

The Virginia Blue Ridge's six-spot, an 0-6-0 switcher, heads upgrade at Tye River, Va., interchange with Southern Railway.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

A mighty 2-6-6-4, Norfolk & Western No. 1210, coasts leisurely downgrade before reaching the rise of Blue Ridge summit.
Gene Gentsch, 1797 Lennington St., Rahway, N. J.

It takes eight weeks and 300 pounds of paint once every three years to repaint the British Railways' second largest signal gantry, with 44 semaphore arms, on the south side of Rugby station, and 500 bolts have to be removed and put back.

Southern Railway System



Who says modern dieselized streamliners are not photogenic? All you need is the right setting, such as you find in this camera study of *The Tennesseean*, a Pullman-coach train powered by No. 2904, crossing the quiet Holston River near Strawberry Plain, Tenn., on the Southern Railway en route from Memphis (Union Station) to New York (Penn. Station).

Black smoke billowed over Delaware & Hudson 4-6-6-4 type 1507 as she wheeled freight near Starucca, Pa., one day in 1952.

Silverton Railroad train, pulled by No. 100, at Red Mountain in 1888: Otto Mears standing by the rear steps of the combine.
Denver Public Library Western Collection

NARROW GAUGE IN THE ROCKIES

Otto Mears, the Eagle of the Uncomphagre Peaks, Built Railroads to Transport Fabulous Tons of Gold and Silver Ore in the Silverton Region of Colorado and Red-Eye for Its Lusty Miners and Fancy Women

by LUCIUS BEEBE and CHARLES CLEGG

(Preview chapter from new book, "Narrow Gauge in the Rockies," to be published in June by Howell North Press, Berkeley, Calif.)

ALTHOUGH as much could not always have been said for its early scuffles with geography, by 1882 the Denver & Rio Grande Railroad knew fairly well where it was going. In that year it arrived at Silverton, up the spectacular Canyon of Animas from Durango. Thereupon its engineers took a look at the formidable peaks of the Uncompahgre Mountains, which surrounded every side except the pass through which the river vented the *cul-de-sac* of Baker's Park in which Silverton is located, and said that was as far as they would go. Anyone desirous of going on to Ouray or Telluride could board the stages and arrive over Otto Mears' Rainbow Toll Road. Nobody, they maintained, would ever get to Ouray from the south by rail.

This forecast wasn't altogether right. Eventually the steamcars did achieve Ouray over the Rio Grande's own rails—and from Silverton, too, if you wanted to figure it that way, but by such indirection as nobody could have foreseen in 1882.

By this time, however, Otto Mears

had been thoroughly infected with the contagion of railroading. On every hand his toll roads were being tracked for the engines and cars. Ouray and Telluride were booming in wildest frenzies of bonanza, and if the Rio Grande wouldn't build a route there out of Silverton, he, Mears would be agreeable to showing them how. After all, it was only 26 miles.

The result, in 1887, was the Silverton Railroad, a narrow-gauge carrier remarkable not only for its determined projection and alarming profile but also for the promotional overtones which lent it a celebrity beyond all deserving of its eighteen miles of track from nowhere to practically nowhere.

One interesting thing about Mears was that he could seemingly always come up with financial backing proportionate to his enthusiasm, which was considerable. Mears could bluff, too, and effectively. Back in 1873 he had won rate concessions from the Rio Grande Railroad, while freighting out of Saguache with three teams, by threatening to establish a rival ox-team service. But now he came up with better than $700,000 hard cash, and the Silverton Railroad started north with the dirt flying cheerfully from the shovels of grading crews.

It followed the course of Mineral Creek to Chattanooga, then rounded a sharp hairpin curve on the way to the Summit, the top of Red Mountain Pass, with an elevation of 11,235 feet. Beyond the Pass, the line descended to Red Mountain town, Guston, and Ironton via a bewilderment of loops and switchbacks, including the fantastic arrangement of trackage in Corkscrew Gulch which included both a switchback and the famed covered turntable.

Within a year of its incorporation, the Silverton Railroad was in business on a scale gratifying in the extreme to its promoters and arousing a mild degree of envy in Rio Grande breasts. Two trains a day were running from Silverton to Red Mountain town and return at twenty cents a passenger-mile, with no abatement for round-trip tickets, infants, or other deadheads. Its little cars, jammed to the platforms with miners headed to see The Elephant in Silverton, were very profitable indeed.

These were the days when mainline railroads figured that any passenger train grossing a dollar a mile for its operation was showing a profit, and with two cars filled with paying customers to a run Mears was grossing $20 a mile. Things along the Silverton were looking up.

THE RED MOUNTAIN DISTRICT had existed since the late seventies. From Silverton to Chattanooga and thence to Red Mountain Pass, along Mears' toll road, was an almost continuous chain of mines. But Red Mountain's golden noontide of production and wealth did not flower until the coming of the Silverton Railroad in 1888.

At first, Red Mountain town had been located farther down the mountainside, but when Slover & Wright erected their new and handsome saloon up the slope a way to escape snowslides, the town naturally followed, even against gravity, and relocated itself handy to this paragon among oases, "which would be an honor and credit to a town much larger than ours."

The Solid Muldoon, Dave Day's terrible-tempered Ouray paper, commented: "Five weeks ago, where Red Mountain now stands was a woodland mesa covered with heavy spruce timber. Today, hotels, printing offices, groceries, meat markets, a telephone office, saloons, and dance houses are up and booming; the blast is heard on every side and prospectors can be seen snowshoing in every direction." There was talk of a water works and other metropolitan airs.

As the railroad approached, Red Mountain and Ironton began to run a perceptible fever.

"It has been casually suggested that when the graders begin moving dirt through Red Mountain, a day be set apart by a number of our citizens and leisure hour people and that they make 500 feet of grade for the railroad," said *The Red Mountain Mining Journal,* one of the town's three newspapers. "At the same time we should arrange to have a silver spike driven in the most central part of the track. The people of Chattanooga are going to have a ball; the people of Silverton at the instigation of the Jockey Club, raised $500 to celebrate the first train down Red Mountain. Now we must most certainly do something to show our appreciation of the coming event. The graders are now between Chattanooga and Old Congress Town."

A wild surge of prosperity engulfed Red Mountain. Between 20,000 and 30,000 tons of rich ore were carried out of the district annually over the narrow-gauge, "receiving its silvery traffic from the realms of eternal snow," as the *Silverton Weekly Miner* remarked in a fine moment of poetry.

Armed guards rode the Silverton's ore trains all the way down to the smelters at Durango, and a total of $8,000,000 was recovered from the Yankee Girl alone in its best years. Other mines in the district and at Ironton produced better than $30,000,000. With a single mine payroll of 2,300 men weekly, boom times came to Red Mountain.

The railroad was hard put to bring in all the coal, whisky, and rubber boots the population required, and the loud, cheerful sounds of saloon life never died in the town's main drag. Proprietors of the numerous fandango houses established expensive connections in Denver's Holliday Street, and the girls rode first-class in one of the railroad's two coaches. When there was a dance of the Knights of Labor or the Free Coinage Dancing Club, the Silverton's facilities were so taxed that a boxcar had to be swept clean of ore traces and seats set inside.

"The supper was uncommonly beautiful . . . confections were furnished by the Vienna Bakery of Ouray." Otto Mears liked to think that one of these days the French pastry from the Vienna Bakery could arrive from Ouray on the steamcars instead of aboard the mail stage.

WINTERS, which came early in the mountains and stayed late, were a trial. Service on the Silverton was intermittent, and often the mine bosses called off operations underground to set their men to digging out the tracks so that the necessities of life—whisky and women—could get up the hill. The ore piled up in huge dumps of high grade that had to be guarded until spring or until a chinook came along and made a cleanup possible.

An inspired promoter who could finance considerable ventures on no other security than his own native optimism, Mears understood the uses of publicity in an age when Madison Avenue in far-off New York City was synonymous with brownstone residential respectability rather than as the abode of hucksters, and he readily achieved newspaper space for his little railroads. His most celebrated gesture of publicizing the Silverton—which he later used effectively when he had built the Rio Grande Southern—was the issuance of the Mears' railroad passes which today are collectors' items that have provoked learned monographs among railroad historians.

Railroad passes of conventional design were the merest commonplace in the American eighties and nineties. Many people rode on passes—public officeholders, politicians, clergymen, play actors, legislators, newspapermen, important shippers, the families of railroad men and, indeed, anybody whose influence or friendship could be even remotely useful to the management. In time the practice burgeoned into an abuse of nationwide proportions and eventually the Interstate Commerce Commission took steps for its abatement, but the latter years of the nineteenth century were the golden age of free loading aboard the steamcars. It remained for Mears to give it a novel twist which brought fame and probably business to the Silverton run.

Mears' first inspiration in 1888 was the fabrication of passes that were engrossed on white buckskin instead of the conventional cardboard or banknote paper affected by other carriers. Buckskin symbolized in a vague sort of way the wilderness through which the narrow-gauge operated. Although difficult to engross and perishable in the extreme, the buckskin passes were a great success.

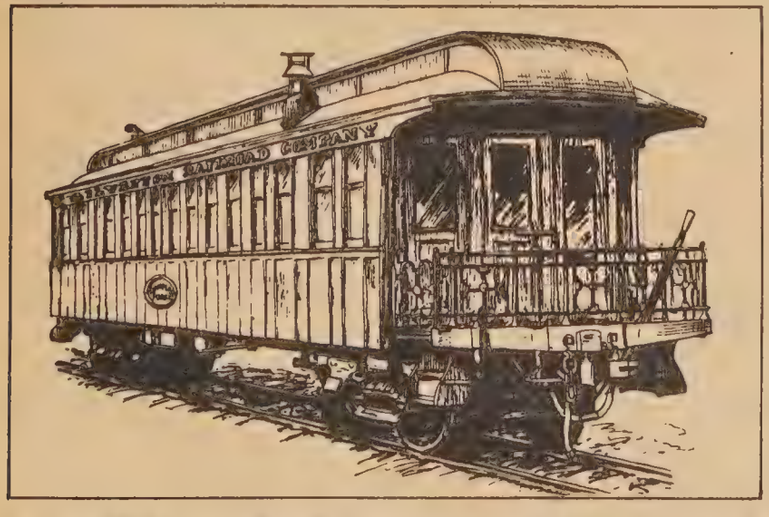
The following year, noting the mortality rate of his leather passes, Mears commissioned a Denver jeweler to run up passes in Colorado silver, which also possessed a regional association. It was, furthermore, durable and of gratifying intrinsic value. The silver passes achieved an enviable celebrity and their holders became persons of modest distinction in the mountains. They bore a mountain-railroad scene and the engraved signature of Mears.

In successive years, he varied their manufacture with a design in silver surrounded by delicate open filagree work, passes in the form of watch fobs, and added a final panache of elegance by bestowing elaborate gold-filagree annual tickets to a select and favored few. Most of the recipients of Mears passes had purely local importance, but some authentic celebrities also were among the recipients, including George M. Pullman, Horace A. W. Tabor, Jay Gould, and David H. Moffat.

The number of passes issued by The Pathfinder of the San Juan is today unknown, since he seems to have numbered them not in logical sequence but according to some private serial scheme all his own that he never revealed. Their number probably lay between fifty and one hundred. In any event, their promotional value was sufficient, in Mears' judgment, to carry the practice over to the operations of the Rio Grande Southern, which in large measure was financed by the profitable Silverton road.

ENCOURAGED by the success of his silver and gold passes, Mears went on to even greater schemes for promoting the fame of the Silverton's eighteen miles of 35-pound rails. He set about providing luxury equipment for the miners, who were cur-

From forthcoming book, "Narrow Gauge in the Rockies" — Gilbert A. Lathrop



No slim-gauge mining road needed a sleeping car, but Otto Mears bought this elegant Pullman, the *Animas Forks*, with its red plush and solid silver trim, and ran it up and down the mountain grades for newly-rich miners and their women. The car had dining and sleeping accommodations and, of course, a bar. (Photo) The home of Otto Mears in Silverton.

The Otto Mears roads formed a three-pronged pitchfork, of which the D&RG was the handle.

rently paying twenty cents a passenger mile to ride the cars. Until now passengers had been carried in primitive combines. David Lavender has recorded the practice of crowding the front seats on the way up the mountain and the rear space on the way down, to avoid the pools of tobacco juice which flooded the floor at whichever end of the conveyance was inclined downward.

The Silverton Railroad, whose entire distance was accomplished under ordinary operating conditions in less than two hours, needed a sleeping car about as much as it needed centralized traffic control. Nevertheless, the idea appealed to Mears' sense of the preposterous and he set about providing not only sleeper service but club-car and dining facilities as well—aboard a second-hand Pullman from the connecting Rio Grande Western.

The car was magnificent with red plush and solid silver trim and the Eastlake decor favored of the period. It quickly became a mark of sophistication, if not downright aristocratic achievement, to have patronized the Silverton's splendid hotel car as it rolled in only slightly unsteady grandeur down the grade from Red Mountain and over the loops at Chattanooga. The sleeping accommodations at one end of the Pullman were occasionally put to practical use when the little train became snowbound halfway between nowhere and nowhere in winter months or was immobilized at Ironton or Albany by washouts on the line.

A local chronicler of the folklore of the Mears' lines has recorded that Otto's reclaimed sleeping-restaurant car comprised in its inner economy no fewer than four upper and four lower berths on each side of the center aisle, a ten-foot kitchen, and a twenty-foot dining compartment and lounge of palatial splendor.

Allowing six feet for the outside measurement of berths, these statistics would account for a car measuring no less than fifty-four feet exclusive of the depth of platforms at either end, but since the total length of the Rio Grande sleepers built by Pullman at his Detroit works was a scant forty-two feet from platform rail to platform rail, these proportions would seem a trifle optimistic.

It is safe to say that the Silverton's palace hotel car, *Animas Forks*, included accommodations for sleeping and dining and, assuredly, for drinking. Let us give no heed to the feet and inches involved.

Like much of the other rolling stock and motive power of the Silverton, the little Pullman was interchangeable in service over the Silverton Northern and the Gladstone run. Sometimes it went as far into the great world as Durango over the connecting Rio Grande for the convenience of a Boston banker or a New York financier who might be interested in the mining opportunities of the region.

The *Animas Forks* set a style for diminutive varnish cars over the Mears' roads. A traffic in the business cars of executives of connecting roads and the slim-gauge private cars of Colorado nabobs culminated in 1917 with the arrival at Silverton for an inspection tour of the Sunnyside zinc mines, of a group of Eastern capitalists who were considering the purchase of the property. These men, "seven of them millionaires," as an impressionable local reporter wrote, arrived aboard a solid train of narrow-gauge varnish recruited from the business car pool of the Rio Grande. So handsome was the entourage that to this day it remains a regional legend along with the Stoiber Mansion at Waldheim.

On the way back from Eureka at the end of a week's entertainment of its important occupants, "The Millionaire's Special" was derailed and two of the beautiful cars burned when ignited from their Baker heaters. Despite this contretemps, the Eastern financiers were so well impressed that they consummated the Sunnyside sale and the mine passed into the hands of the United States Smelting & Refining Company.

An unqualified success as an agency of promotion and advertising for the railroad, the Silverton's Pullman nevertheless was dogged with misfortune. So frequently was it overturned and otherwise damaged in minor accidents over the years that it was finally retired in the capacity of a summer house on the outskirts of Durango.

ALTHOUGH it was eventually gathered into Mears' network of narrow-gauges, the Silverton, Gladstone & Northerly Railroad started life as a dream child of Cyrus W. Davis, president and a large stockholder in the Gold King Mine at Gladstone. The Gold King properties were an important reason for the carrier's being. They were, in fact, a consolidation of some forty separate claims, including the original Sampson Lode which had been operating on and off since 1882.

Davis, a Yankee from Waterville, Maine, had felt that a railroad might put the whole Cement Creek mining setup on a paying basis, and so in 1899 the SG&N came into being.

The Gold King boasted five miles of drifts and tunnels, and at the height of productivity it was shipping as many as 300 tons of concentrates daily to the Durango smelter. All of its activities and those of the 7½-mile narrow-gauge were superintended from back East, its trustee being the Newtonville Trust Company of suburban Boston.

The SG&N began operations with two second-hand locomotives purchased from the Rio Grande and two home-made passenger and baggage combines. At first there were two

A glimpse of the short-lived Silverton, Gladstone & Northerly just north of Silverton, Colo., as it looked in 1940. Cyrus W. Davis fathered this line in 1899, but it became part of the Mears "empire" of narrow-gauges and finally was abandoned in 1915.

M. C. Poor

round trips daily between Silverton and Gladstone. A decade later, service had declined to a three-times-a-week mixed train in each direction. In the meantime Otto Mears had leased the Gold King property and with it the railroad, an arrangement which terminated when he and his partners acquired the entire business.

The annals of the SG&N show little drama or exaltation. When the road came into being, the pioneer era was passing and the colorful passenger traffic in prospectors, gamblers, madams, and other characters of color or outrage enjoyed by the other Colorado narrow-gauges was almost altogether lacking.

In 1907 the short line came into the limelight briefly when a conflagration destroyed the surface buildings at the mouth of the Gold King tunnel and a special train was chartered to bring rescue workers from Silverton as fast as the eagle-eye could wheel his teapot locomotive over the light iron. "A hundred willing workers" arrived to take over, but not before six men were dead from the fumes.

In 1915 service was permanently discontinued, and two years later Mears left Colorado. The annals of the Silverton, Gladstone & Northerly were short and simple. What romantic qualities can be assigned to its memory derive largely from the reflected glamor of its associated railroads and the remote and desolate character of the region it served.

When Muriel Wolle, leading authority on Colorado ghost towns, visited Gladstone in 1945, the town had ceased to exist.

IN THE CLOSING years of the seventies, Otto Mears, in his capacity as wagon master of the San Juan and not infrequently a speculator in mining properties, had built one of his ubiquitous toll roads between Silverton and Mineral Point. This road went on to Lake City, following Animas to its forks, past what was to become the Silver Wing Mine at Eureka and the Gold Prince Mill at the Forks of Animas.

In 1889, as had been the case with so many of the Pathfinder's prudently surveyed and painstakingly graded toll roads, it became apparent that a feeder railroad from Silverton at least to Eureka would solve a lot of problems and, what's more, that the most practicable route was already occupied by Mears' personal turnpike.

"Put your line right down the wheel ruts," he told the surveyors. "I built the road; I guess I can lay track on it if I want to."

Although part of the money to

(Left) Line-up of the Silverton Northern's snowplow, roundhouse, combination coach, and storehouse at Silverton in 1938, shortly before the road passed out. (Right) The Silverton Northern often helped the Denver, Rio Grande & Western to clear its snow-blocked Durango-Silverton branch. During 1931-'37, when SN did not run, the Rio Grande did it alone.

Both photos by James Douglas Osborn

finance the narrow-gauge came from the powerful Simon Guggenheim, progress was slow and the end of track only achieved Howardsville late in the year. The San Juan *Democrat* remarked, "The Pathfinder's Iron Horse will shortly invade the tranquil precincts of Howardsville and Mayor Appel is preparing a speech which he will unload on the suffering but patient public."

The road never did get to Lake City. That community remained a Rio Grande monopoly untapped by the second greatest builder of narrow-gauges, who sometimes functioned as opposition to the Palmer road and at other times was on the best of terms with the monopoly.

Not all the elements bowed to the Pathfinder. Witness the year 1906.

Mears accepted a contract from the Gold Prince at Animas Forks which called for the transport of ore on a year-'round basis, regardless of winter snows and spring freshets. Between the Forks and Eureka, where the most vicious snowslides were an annual occurrence, Mears designed snowsheds similar to but far more sturdy than those of his Rio Grande Southern at Lizard Head and comparable to the Central Pacific's celebrated storm shelters in the High Sierra. Solid walls of cribbing were "fortified with timbers of massive proportions lining each side of the track." At each end of the 500-foot structure rose barracks in which sections hands were permanently housed, ready to leap into action with snow shovels and dynamite at the first sign of a blockade. Mears prayed for a truly terrific winter. He promised that if his snowsheds proved their worth, the entire stretch of track from Eureka to Animas Forks would be placed under cover.

The elements took Mears at his word. A single slide quickly wiped out his shed and his optimism. The all-weather contract with the Gold Prince was not renewed. Nor did the railroad ever get to Mineral Point or Lake City.

More successful among Mears' skirmishes with the forces of nature and confirming his status as the grand old man of the Silverton region was his triumph over Animas water in 1911. The angry river had made pretzels out of miles of rails in the narrowest part of Animas Canyon, leaving Silverton without communications as winter drew near.

Gilbert A. Lathrop

Ghost town: Animas City, near the SN's northern terminus, altitude 11,200 feet.

Lad G. Arend

Old, deserted, Silverton Northern depot and general offices at Silverton in 1945.

In desperation, Rio Grande officials wired to enlist Mears in the race against time and the Pathfinder, then seventy, rushed reinforcements from his own railroads into the breach. Men and equipment from the Silverton railroads poured into the canyon. Coal to keep the engines fired was requisitioned from housewives and shopkeepers in Silverton. It was then October. If winter set in before the trains were running again, Silverton would be a ghost town. The fuel was forthcoming, so great was the community's faith in Mears, and for nine weeks the track gangs and bridge builders strove mightily to replace the rails.

A spectacle of heroic proportions was Otto Mears, a white-haired figure out of the ancestral past with his beard flying in the slipstream, his silk-hatted head thrust belligerently from a locomotive window as he drove up and down the tracks exhorting his legions to ever greater efforts.

In the nick of time the last length of track was spiked into place and relief trains started in from Durango with supplies for a long winter. As the first of their doubleheaded engines shouted its way through the cut at Rockwood, the heavens darkened and snow began to fall in the high passes. By night the highways were out until April, but there was coal in the bins of Silverton and tinned stuff in the groceries, and in

the bar of the Imperial Hotel and the Hub Saloon the name of Mears was on every drink.

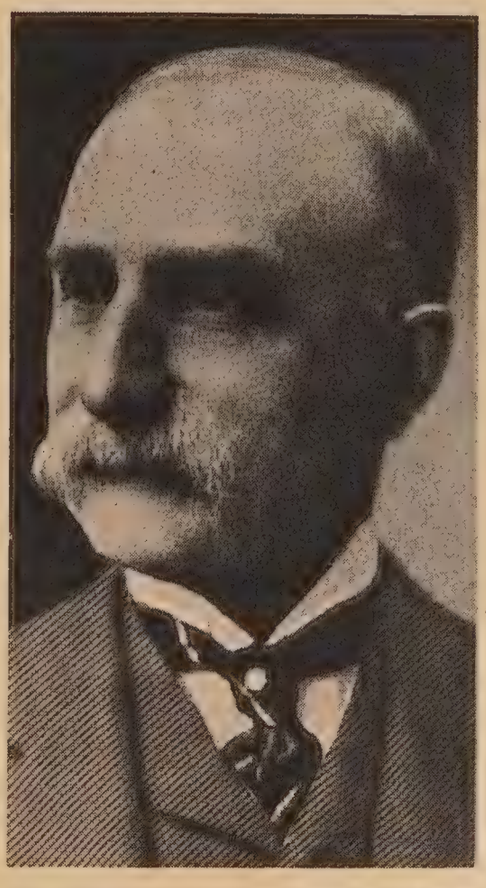
AN AMUSING FEATURE of life along the Silverton Northern was a rail bicycle that Mears had had built for the pleasure and convenience of his friend, Mrs. Edward G. Stoiber of Stoiber Waldheim, near the Silver Lake Mine. The arrangement was really a handcar. On its framework, instead of the conventional handles, were two bicycles mounted so that a pair of riders could pedal the car as fast as eight or ten miles an hour along the rails without too much effort. Mrs. Stoiber and her friends often used the rail-cycle to visit Silverton. Traffic wasn't so dense as to be dangerous. A possible cornfield meet could be averted when the smoke of No. 32 or 33 was discerned miles down the track, and the trains were not fast enough to overtake the little car when it was going the other way.

The Silverton Northern had its pastoral moments, comparable to the Wildflower Trains on the beloved Colorado Midland and the Fish Trains in Platte Canyon on the South Park. Early in the century, according to Mrs. Josie Crum, a charitable event in Denver required a vast quantity of columbines, the official flower of Colorado, as decoration for its ballroom. Mears contributed a locomotive and train of flatcars, the crew donated its services, and a local hardware dealer provided a quantity of washtubs. More than 25,000 columbines were gathered and sped to Denver over the Silverton Northern and the Rio Grande by special handling.

When they got to the Queen City of the Plains, they were displayed briefly in front of the *Denver Post* office on Champa Street. The proprietors of that paper, Harry Tammen and Fred Bonfils, who knew no shame in cutting themselves in on other people's promotion, managed to convey the impression that they had been responsible for the project.

From Eureka to Animas Forks, the grade was close to seven percent, a hazard not unlike the 7½-percent grade of the Uintah Railway at Moro Castle on the Colorado-Utah border. The road engine of the moment pushed the cars ahead of it to the Forks and then brought them down backwards while crews stood by the brakes with brake clubs ready. Two loaded freight cars up and three down was the limit handled on this section of track.

THE BACKING-DOWN business was perilous. A legend persists in Colorado that, in order to prevent accidents, Mears dismantled the roofed-in turntable at Corkscrew Gulch on the Silverton Railroad in 1905 and moved it bodily to the Forks of Animas. This legend was finally disproved when a group of Colorado railroad historians which included Mac Poor, author of the epic *Denver, South Park & Pacific*, Ed Haley, the artist Phil Ronfor, and Richard Kindig visited Corkscrew Gulch and found the turntable still there. They took a photograph to prove it.



Otto Mears not only built slim-gauge railroads but he had the knack of publicizing them in a magnificent manner.

In common with its fellow members of the Mears narrow-gauge family, the Silverton Northern rose in prestige and revenue as the mines operated in bonanza and declined when they reached borrasca.

The railroad never owned more than four locomotives at any time, but motive power and rolling stock were interchangeable with the Silverton and the Silverton, Gladstone & Northerly, and it was often difficult to tell who held title to what.

Members of the Stoiber family died or moved away. Dust gathered in the fine ballroom of Stoiber Forest Home, and the rare hocks in its cellars turned to vinegar. The engines of the Mears roads rusted in disuse on the rip track at Silverton. Even slim and dainty No. 100, which had posed so proudly for its portrait that morning long ago at Treasure Tunnel, was scrapped.

Ink more red than the western slope of Red Mountain at sunset began appearing on the books of the Yankee Girl and the Guston mines, and long shadows fell across the entire region that the Mears' three-foot tracks had explored. Far away in the Federal City of Washington, Otto Mears was now an old man dreaming of epic bouts with the San Juan winters, of the Animas flooding his tracks. The ties rotted and the rails spread on the three little railroads with the name Silverton in their corporate titles.

The Silverton Northern operated longest of all. As late as 1939 ore from the intermittently producing Sunnyside still went over the track in concentrate cars to Silverton. A miners' strike and the 1941 war put an end to all. And finally, the Mears toll road to Lake City, the golden turnpike to Golconda, reverted to its original state as a highway for vehicles that knew neither flange nor rail. The wheel had come full circle.

They didn't bury Otto Mears. When, at the age of eighty-five, time at last caught up with the Colorado Pathfinder, his ashes were scattered high in the Uncomphagres above Silverton where an old man could feel at home as he slept. ●

General U.S. Grant (holding spike maul) helped Northern Pacific to drive golden spike in Montana on Sept. 8, 1883.
Northern Pacific Railway

Flags and Bunting

A Quaint Custom for More Than a Century Was the Decorating of Locomotives and Cabooses

WILLIAM F. KNAPKE

"THERE she is, boys," said the master mechanic, waving his arm in a lordly gesture at the new Schenectady ten-wheeler that stood on a rusty sidetrack behind the roundhouse. "Pretty 'er up to your hearts' content!"

The "boys" were men in engine service who had brought flags and great rolls of red, white, and blue cheesecloth for the decorating ritual without which no Fourth of July picnic for railroad employes would have been complete. They wove bunting through the slats of the "cowcatcher" and festooned it along the running boards. They draped the front end gaily with flags, for in days of yore there was no law against draping Old Glory over the top, back, or sides of locomotives or cars. (Such a law was passed in 1953.)

At the same time, in the coach yard, another volunteer group trimmed a string of wooden, open-vestibuled coaches—"varnish," they called 'em—not forgetting the baggage car which would carry the well-filled lunch baskets, a huge freezer of home-churned ice cream packed in ice, and the necessary paraphernalia for sports and games. After the job was done, a local photographer, using a tripod and diving under a black hood, recorded on a glass plate the railfaring men's pride and joy. Many such photographs are extant today. The originals are collectors' items.

Besides picnics, decorations were applied for Presidential specials, anniversaries, spike-driving ceremonies, the homecoming of national heroes, and occasionally for the last runs of retiring engineers or conductors.

Then, too, there were funeral specials for Presidents of the United States and other celebrities, when the engines and cars were lavishly draped in mourning. Casey Jones's aged widow remembers that in her youth it was not unusual for the caboose of an Illinois Central freight conductor killed in a wreck to be

Train on Big Four Route bearing the body of President Harding passed through his home town, Marion, O., Aug. 10, 1923.
Collection of H.S. Ludlow, 815 State St., Vermilion, Ohio

and Black Crepe

for Special Occasions Such as Picnics, Presidential Trips, Anniversaries, and Even Funerals

hung with black crepe. This depressing custom prevailed for a while on many roads.

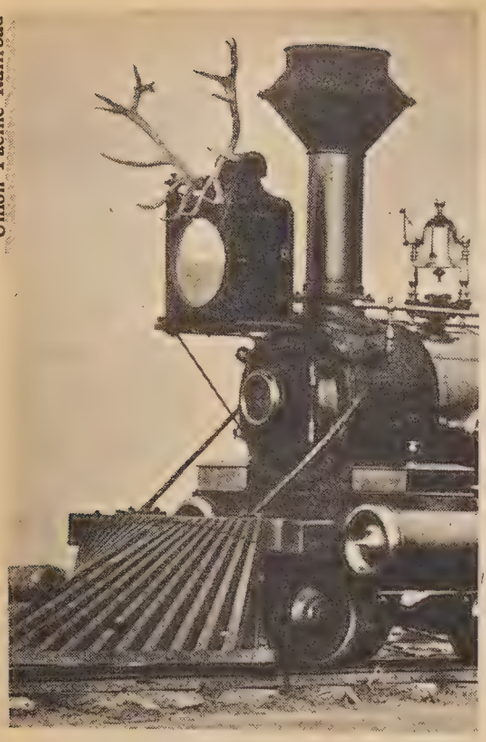
During the years of my railroading many a passenger locomotive had its engineer's name painted on the cab and many a hogger was permitted to decorate his engine to suit his personal taste. The deer antlers, the Indian with bow and arrow, the spread-winged eagle, the Masonic emblem, and the Brotherhood insigne were so common as to attract little or no attention.

Dave Fant, a Southern Railway hogger, was also an evangelist. Adorning the pilot of his old girl, No. 1456, was the replica of an open bible with the legend, "Thy word is truth." Lucius Beebe tells of an engine in Michigan long ago that had mounted on its pilot beam the brightly-painted, cast-iron image of a Negro servant in livery. The figure was originally used as a hitching post. Each morning, before the engineer started on his run, his adoring wife would place a floral bouquet in its outstretched hand.

Today, railroaders' wives are less sentimental. But as recently as 1944 a "War of the Roses" occurred on the Boston & Maine. One summer day, several commuters brought big bunches of fresh-cut flowers to North Station in Boston and gave them to the crew of their train to decorate engine No. 2386. Rivalry ensued. Passengers on other B&M trains raided their own gardens, and for weeks the smoky ends of commuter runs looked and smelled like rolling floral shows.

A Santa Fe eight-wheeler out of Atchison, Kans., was dolled up for an agricultural affair, according to R. P. Middlebrook. Tall cornstalks seemed to grow out of her pilot. Rosy-cheeked apples, like strings of giant beads, embellished the handrails. Melons and ears of corn graced the tender. Atop the cab stood the effigy of a farmer with a plow, while a gargantuan hen appeared to be roosting on the sand dome.

In northern areas where pine and spruce trees grow abundantly, rail-



Union Pacific Railroad

Rail Photo Service, Sherman Bldg., Boston, Mass.

Southern Railway System

Common kinds of ornament included antlers (pictured on an unidentified Union Pacific engine) and Masonic emblems (shown on Illinois Central's No. 1030 and the Southern's No. 1284).

roaders followed the tradition of trimming their engines with evergreens—pine boughs on the pilot, wreaths underneath the cab windows, and fragrant greenery festooning the hand-rails and running boards. Even in these modern times a department store at Peoria, Ill., pretties up an engine and coach once a year to bring Santa Claus into town with much whistle-blowing and bell-ringing.

Whenever Presidents of the United States traveled by rail, prior to World War I, engine crews vied in their efforts to adorn the locomotives that pulled the special trains. Some decorations were really elaborate. For example, a Southern Pacific cap-stacked ten-wheeler that pulled Benjamin Harrison was profuse with wreaths, streamers, drapery, floral emblems, flags, shields, and on the pilot, because of his military record, two small cannons, two swords, and a drum.

President Cleveland on his honeymoon trip from Washington to St. Louis in June, 1886, rode a gaily-trimmed special over the Pennsylvania lines. Much care had been spent on decorating engine No. 142 so that its flags and bunting would remain intact for the entire journey. The last leg of the run was handled by Engineer "Dutch Andy" Ospring on the Vandalia Railway. I distinctly recall watching this train, with Andy at the throttle, pull into East St. Louis with a flourish, and later seeing the President and his bride on the deck of a Mississippi River packet.

Commodore George Dewey's homecoming after beating the Spanish fleet sixty years ago was likewise a gala event. The engine that pulled his train out of New York was gaily decorated. And in 1945, when General Douglas MacArthur returned to the Philippines after the liberation of Luzon, he rode the flag-bedecked locomotive of a sixteen-car freight, the first train to enter Manila on the rebuilt railway.

Last June, *Railroad Magazine* carried the picture of a Sierra Northern ten-wheeler, No. 40, dressed up with the Stars and Stripes and bunting to commemorate the road's golden jubilee in 1957. But such displays in recent years have been rare and are no longer in line with general custom.

OUR Canadian cousins were not much addicted to the decoration of rolling stock, but in 1860 they really put on a show. The Prince of Wales (later King Edward VII) was touring the Dominion. Number 12, a new locomotive of the European & North American Railway (now divided among Maine Central, Canadian National, and Canadian Pacific) was named for him, *Prince of Wales*. On front of its smokebox, where the number usually is, appeared a large cast-iron plate with the royal coat-of-arms in bas-relief, authentically painted.

And on the pilot beam, where the flag brackets generally stand, were two cast-iron statuettes of Scottish Highland soldiers, complete with kilts, tartans, and plaid bonnets, all in their true colors. The right arms were held aloft and the hands were designed as sockets to hold any signal flags that might be displayed. Each figure was about three feet tall.

The CNR and CPR engines that hauled the royal train of King George VI and his Queen through Canada a few years ago were more restrained, the only adornment being the royal crest.

Back in February, 1880, a locomotive of the South-Eastern Railway (now part of CPR) pulled the first train over temporary tracks that the S-E had laid on the glittering hard ice of the frozen St. Lawrence River. Adorning its pilot was a stuffed beaver surrounded by a mass of small spruce trees. The beaver was a sarcastic dig at the Grand Trunk, which owned the only St. Lawrence bridge and would not let any other road use it, the determined little beast symbolizing the notion that the S-E could, and did, chew its way through obstacles.

Eleven years later, the Grand Trunk itself paid tribute to the beaver. Marking the completion of the

St. Clair Tunnel between Sarnia, Ont., and Port Huron, Mich., GT engine No. 598 was given a spectacular paint job. The tank's side panels bore the flags, coats-of-arms, and other symbols (beaver, lion, and eagle) of Canada and the States.

The year 1883 saw the opening of the Northern Pacific from St. Paul to Portland. An NP special, pulled by engine No. 154, flaunting flags and cheesecloth, conveyed celebrators to Gold Creek, Mont., for a spike-driving affair. Aboard were General U. S. Grant, Henry Villard, president of the road, the board of directors, other notables, and gentlemen of the press. After General Grant had driven the golden spike into a crosstie, the ornately trimmed engine and cars rolled slowly across the newly completed section.

In that same year the California Southern (now part of the Santa Fe) wanted to cross the Southern Pacific tracks at Colton, Calif. But the SP stationed two locomotives on the site to block such a move. A court fight ensued, and the CS won. Thereupon the victors installed a crossing frog. The first train to use it was drawn by engine No. 12, triumphantly dressed up with palm leaves, sheaves of grain, flowers, and large pumpkins. When the train reached its destination at San Bernardino depot, the fireman shouldered one of the big pumpkins and toted it to his home.

More recently, a court order compelled the three transcontinental railroads entering Los Angeles to build a Union Station. With the completion of this magnificent landmark, all three roads exhibited locomotives for the dedication ceremony. The only engine that was decorated was the Santa Fe's latest and biggest power, No. 5006, gay with flags and streamers. A banner along its side read, "Railroads Build the Nation."

Canadian Pacific Railway

Canadian Pacific engine decorated for 50th anniversary of departure of first through continental passenger train from Montreal to Pacific Coast. Conductor J. J. Meade and Engineer George Smythe compare watches at Windsor Station.

ABE LINCOLN'S funeral train in April, 1865, took a long, slow, and circuitous journey from Washington, D. C., to Springfield, Ill., via the Pennsy, the New York Central, and the Chicago & Alton.

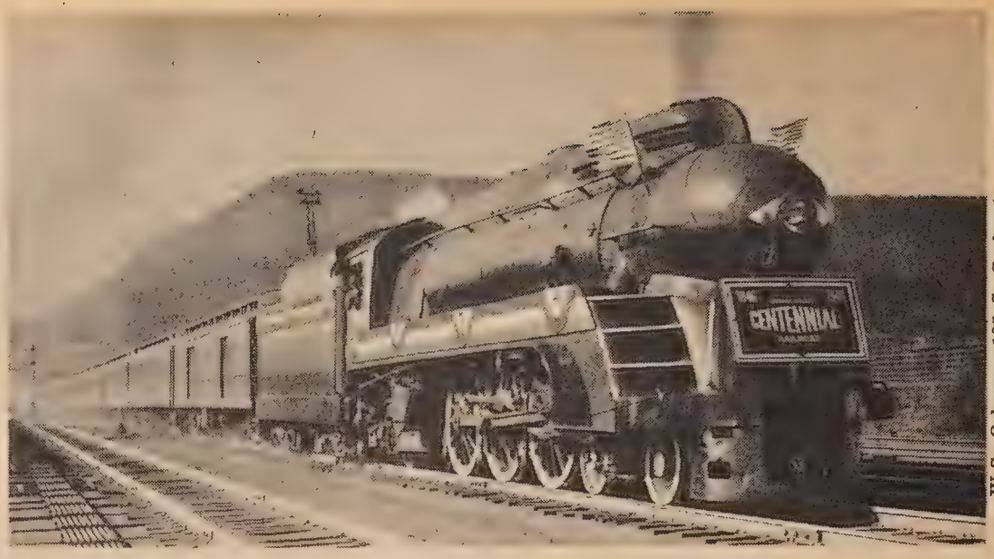
A lonesome train
On a lonesome track,
Seven coaches painted black.

En route, it stopped at each big city so that the populace could gaze for the last time on the face of their martyred President. At one point a weeping Negro woman held up her baby to the catafalque, saying: "Take a good look, honey! He died for you." Elsewhere along the line so many misty-eyed school children threw fresh-cut spring flowers on the track in front of the train that it stalled for a while, the engine wheels unable to grip the slippery rails.

The locomotive and crews were changed at each division point, each engine being an eight-wheeler conspicuously draped in mourning. One Pennsy 4-4-0 carried a black-framed portrait of Mr. Lincoln underneath its headlight. The background story of this run, minus technical details, is told in narrative form, with vocal and instrumental music by Burl Ives and others, in a Norman Corwin album of three 78rpm double-faced, 12-inch records issued by Decca about ten years ago. Its title, *The Lonesome Train.*

No less a national idol at the time of his death was General Grant. He died on July 23, 1885, at Mt. McGregor, N. Y., twelve miles from Saratoga. Arrangements were made to bury him in New York City. It was suggested that the body be borne by boat down the Hudson River so that each town en route could furnish an escort craft, but the General's widow and son vetoed this plan. The former President's last journey was made by rail.

Precisely at one o'clock on a hot summer's day, thirteen Civil War comrades lifted the casket into an observation car of the narrow-gage Mountain Railway that served Saratoga. This car was 35 feet long and enclosed to a height of three feet. Standard posts set along the sides



W.S. Osborne, 125 S. Cooke Ave., Trenton, N.J.

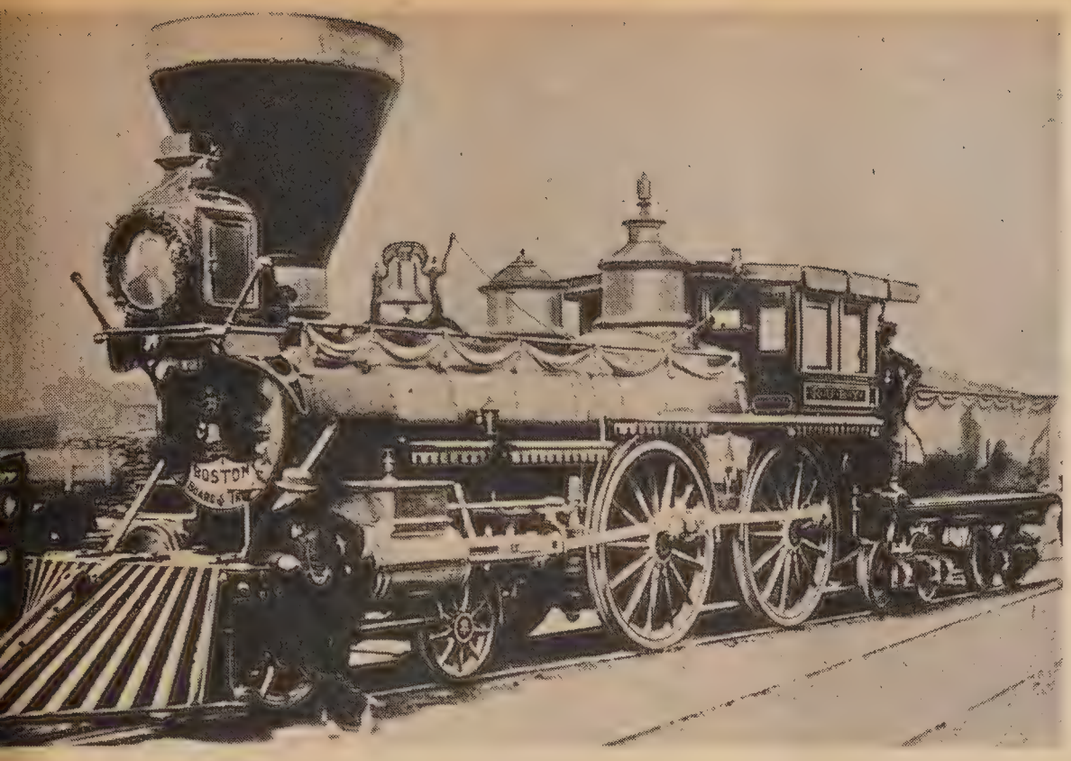
April 21, 1946: passing Coxton (Pa.) Tower is the Lehigh Valley's *Black Diamond*, pulled by No. 2089, Class K-6, which proudly announces the road's centennial.

Gerald M. Best, 611 N. Sierra Drive, Beverly Hills, Calif.

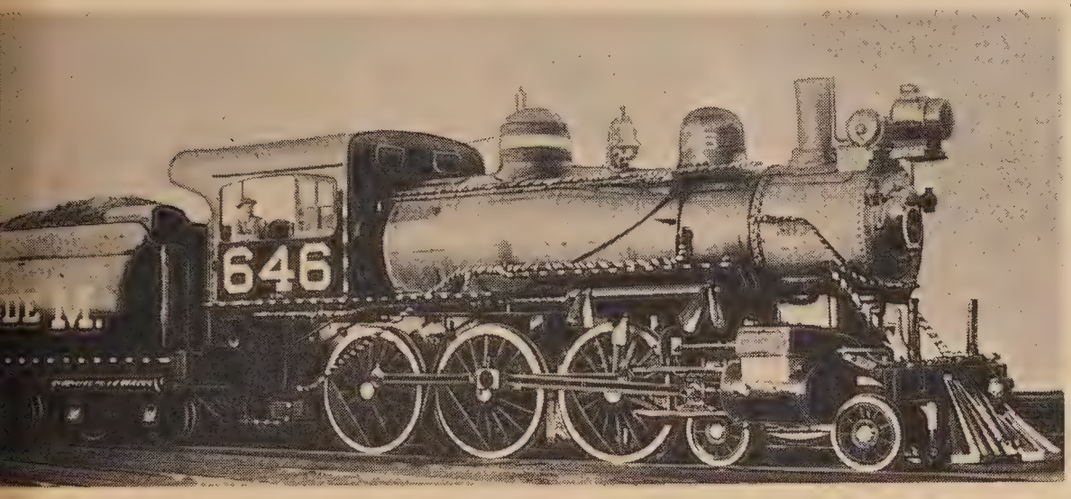
Almost hiding Union Pacific engine No. 3929 is the mass of gay decorations she wore at the opening of the railroad's Los Angeles Terminal on May Day, 1939.

Gerald M. Best

Southern Pacific's No. 2279 wheels special train of President Wm. McKinley.

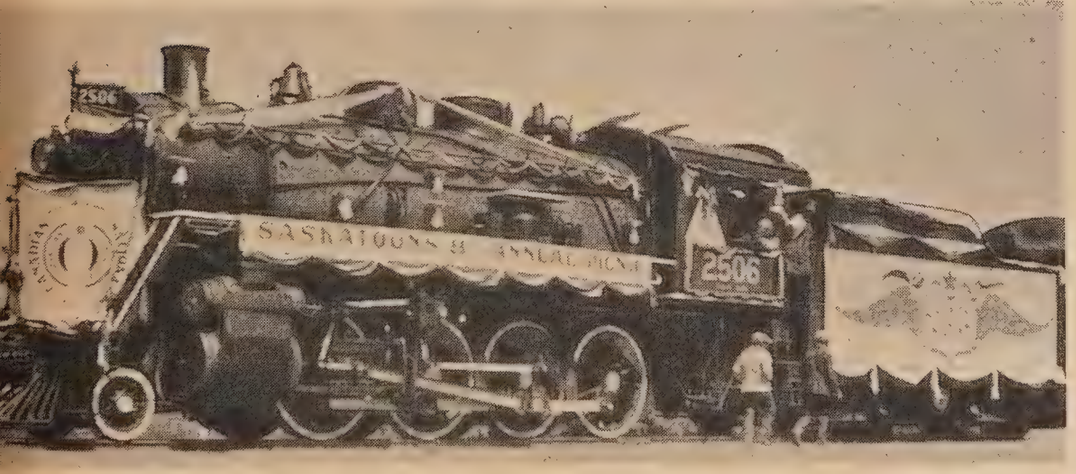


The Boston & Albany's *Ruby*, one of the few engines named for women, was draped in black in 1870 for funeral train of man whose portrait adorns headlight.



This ten-wheeler paced the train that took Mexico's President Diaz to a meeting with U.S. President Wm. H. Taft on the International Bridge at Juarez in 1909.

Collection of E. Elliot, Saskatoon, Sask., Canada



Canadian National's 2506 trimmed for eighth annual picnic of Saskatoon railroaders and families. Train ran in two sections, the other engine being No. 2498.

and at the ends supported the roof. Every part of the car was swathed in black. When our grandpappies went in for mourning they made it ostentatious.

The train included five coaches. Only the engine brake held it still on the slight grade. When all was ready, Engineer Martin released the brake, and the cortege chugged slowly downhill. Sweeping around scenic curves, now right, now left, it reached the end of narrow-gage track nearly an hour later.

A nine-car New York Central special train stood waiting. Martin deftly spotted the funeral car of his own train opposite the first standard-gage car, the *Woodlawn*, and bearers transferred the coffin to it. The Central train was sheathed in black from pilot to markers, the cloth radiating from somber rosettes. Even the interiors, except for the windows, were solidly creped.

Leaving Saratoga at 2:20 p.m., the special reached Albany at 3:40. No sound of engine bell or whistle marred the solemnity of the run. At Albany, in the rotunda of the State Capitol, thousands of men, women, and children filed past the bier. After the viewing, the glass-topped casket was closed and borne to the station, and again the train got under way.

Along the route, hundreds of persons standing near the track laid coins on the rails to have them flattened beneath the wheels. On and on the black train rumbled. It crossed the Hudson River Bridge between dense lanes of silent people. Near Poughkeepsie it passed a work train, where the track gang stood with bared heads. At Cornwall, a steamboat from New York met them, turned, and paced them back to the city.

A great, dark thundercloud hung over the bastions of West Point as though Nature shared the nation's grief. Artillery boomed a salute from the Military Academy, and at the tiny railroad depot near the foot of the hill the cadets stood stiffly at "present arms" while their band softly played *Sweet Spirit, Hear My*

Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Boston & Maine Railroad

Locomotives are dressed up for many reasons. (Left) Each year Santa Claus rides a Rock Island special to a Peoria, Ill., department store. In 1932 this switcher pulled it. (Right) Boston & Maine commuters vied in supplying fresh-cut flowers from their gardens to adorn trains in summer of 1944. Engineer, trainman, and fireman are shown festooning No. 2386.

Prayer. The ebony train rumbled on to the mutter of thunder on the heights, the music, and the measured boom of cannon. West Point's farewell to a soldier!

I NOW ADDRESS retired conductors, like myself, who railroaded before the turn of the century. You belong to a hard-bitten crew, my friends. Death stalked by your side. Maybe you were riding a train, like Casey Jones's, speeding through the night and around a curve to see a headlight or tail light rushing at you. It's a wonder you're still alive.

Maybe you were winding a handbrake and throwing your weight on the brake-wheel. You felt the chain snap and had a momentary horror of being hurtled into quick death. Only, miraculously, you survived.

You didn't have to be told the meaning of black-draped cabooses in those days. You knew that if ever you walked into that silent land, under the rolling wheels, some red or yellow caboose might wear a few yards of black crepe—in memory of you.

The quaint custom of decorating engines and coaches and crummies for special runs or funerals has long since become a legend, like the paycar and the link-and-pin coupler. A real oldtimer, O. H. Moser, has a fading recollection of his dad, a Lehigh Valley hogger, spending hours at night at Delano, Pa., cutting out stars and other figures from gold and silver foil, which he later helped to paste on locomotive stacks, sandboxes, and domes.

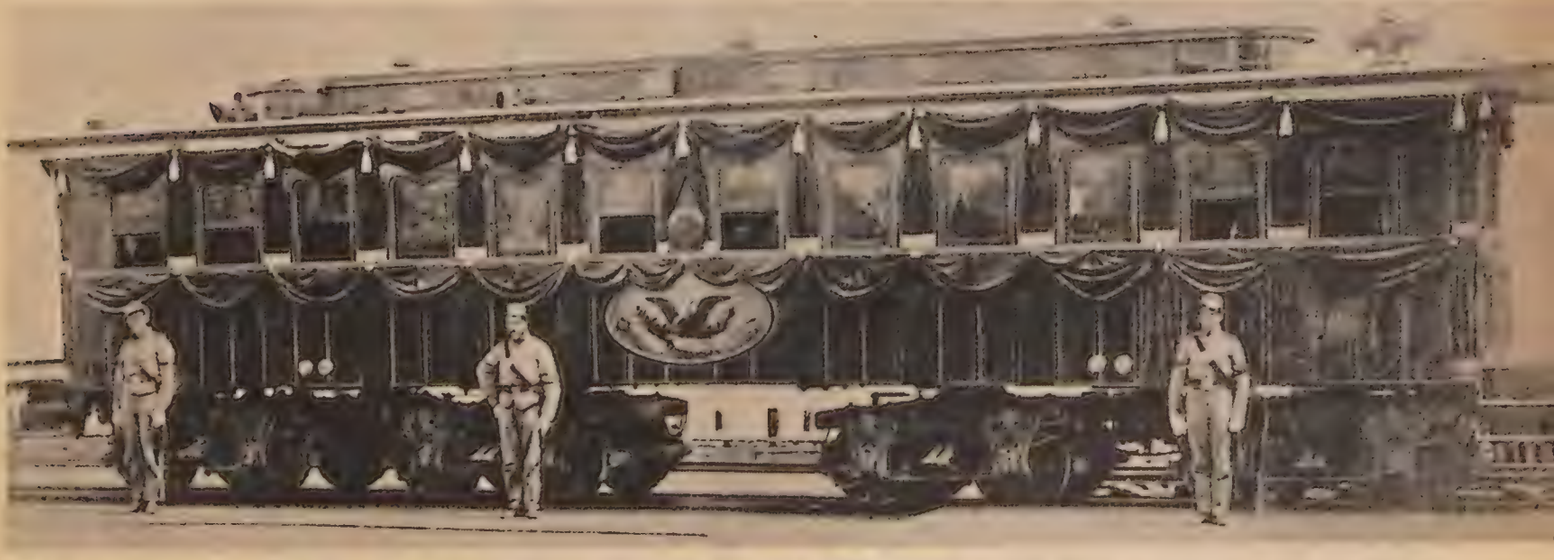
It is my belief that the custom was abolished—at least on the Lehigh Valley—because of something that happened on a bright Memorial Day many decades ago. Engine No. 34, the *Messenger*, had been dolled up for the national holiday. She carried signals for a second section. But when, at the passing track, she met a train bound in the opposite direction, the other crew failed to notice 34's signals because of her gay festooning that fluttered in the breeze. Only a guardian angel, Mr. Moser assures me, prevented a collision with the second section. ■

Southern Pacific decorations for President Benj. Harrison at Los Angeles in 1891 included small cannons, a drum, and swords.

Collection of David L. Joslyn, 2164 Castro Way, Sacramento, Calif.

These Cooke ten-wheelers were dolled up by the SP to haul a President McKinley special over the Sierra Nevada Mountains.

Union Pacific Railroad



The armor-plated car that was built for President Lincoln in a vain effort to shield him from assassination carried his body from Washington, D.C., to Springfield, Illinois, for burial. After a long, eventful history, fire destroyed the car in 1911.

INFORMATION

ASK BARBARA: Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *Which was the first railway station to have electric lighting?*

The Philadelphia & Reading's passenger and freight depot, which opened on April 10, 1885, at Sanbury, Pa. Current came from Edison Electric Illuminating Co., which Thomas A. Edison founded at Sunbury in 1882. These facts are verified by the Edison Electric Institute of New York City. The Sunbury depot building is still extant but is leased to a feed and grain store.

2 *Would the dynamic brake on a diesel locomotive have the same holding power as that of a steam engine with reversed valves and a slightly-opened throttle on a train heading downhill?*

H. L. Kelso, an authority on locomotive types, points out that a diesel's dynamic brake must be handled carefully, as it is merely a "holding brake" and not effective for slowing down heavy trains on steep grades. On some, depending on the steepness and train tonnage, *maximum* dynamic braking may not be sufficient to hold desired speed. It is at this point that the automatic brake is applied.

Momentum for forward thrust of a heavy train descending a grade would soon overpower the piston thrust of a steam locomotive, and if no other method of holding the train were available, a runaway would result. Even a locomotive with all brakes set could not hold back a heavy train once it had started on the descent.

A light engine can be stopped by reversing the valves and applying a wide-open throttle, the stopping distance being governed by the forward momentum and weight of the engine, and there would be no continuous forward thrust as would occur with a heavy train descending a heavy grade. There is no known theory on how to stop or hold a train on a down grade without applying hand or airbrakes.

Further information on this subject may be found in our Dec. '51 issue.

3 *What is the highest railroad in the British Commonwealth?*

The Uganda, now part of the East African Railways, which goes from the Indian Ocean port of Mombasa up to Kampala, Uganda's biggest city. The journey takes 47 hours and carries passengers from 70 feet above sea level to 9,130 feet.

4 *Occasionally I see boxcars marked "Canada Southern Railway" (CASCO), but no such road is listed in the* Official Guide. *Why not?*

Joe Easley

Former Philadelphia & Reading depot at Sunbury, Pa., the world's first station to be lighted by electricity, Apr. 10, 1885.

It is part of the Michigan Central in the New York Central System.

5 *Is it true that a railroad train once raced an airplane and won?*

Yes. On Sept. 9, 1910, such a race was staged from Chicago to Springfield, Illinois.

Walter R. Brookins, the plane's pilot, established the first airline route in the state and won the $10,000 prize offered by the *Record-Herald*. He flew the 187 miles at an average of 33 mph in seven hours, nine minutes, including 84 minutes lost while waiting for a special train to bring supplies of gasoline. Deducting time lost on the ground, he made the flight in 5 hours, 45 minutes.

Schedule time for the Illinois Central's de luxe *Daylight Special* was 4 hours, 47 minutes.

6 *Which railroad has the most CTC?*

The Union Pacific, with 2,030 miles.

7 *When was the first large-scale main-line juice project undertaken in the United States?*

The Long Island Rail Road, in 1904. LIRR operated the first electric train in 1905. The New York Central and West Jersey & Seashore lines followed in 1906; the New Haven in 1907.

8 *What is the cost per train-mile to operate a passenger train?*

The answer depends on type of mo-

BOOTH

Most famous of all railroad-owned trees is this magnificent holly, more than a century old, that grows on the Baltimore & Ohio's main line right-of-way near Jackson, Md. Each year during the Christmas season it is beautifully decorated and lighted.
Baltimore & Ohio Railroad

tive power, size and makeup of train, number of persons required for operation, length and nature of run, number of stops, etc. For example, in 1956 the cost of operating an average passenger train was $6.83 per train-mile, broken down as follows:

Train movement and maintenance of equipment expenses (personnel, fuel and supplies, engine terminal expenses, injuries to persons, signal and crossing-protection-operation, locomotive and car repairs, and depreciation), $4.63. General and overhead (salaries, office supplies, legal, insurance, pensions, sales, advertising and miscellaneous operations, 88 cents. Maintenance of track and structures, 55 cents. Rental of equipment and facilities used jointly with other roads, 6 cents.

9 *Does the British Columbia coast service of the Canadian Pacific Railway navigate in United States waters?*

Yes. Their "princess" ships call at Port Angeles and Seattle, Wash. During the winter season cruise ships operate out of New York City, with the new *Empress of England* put in service last January. Passenger ships *SS Keewatin* and *SS Assiniboia* operate between Port McNichol and Fort William, via Sault Ste. Marie, on the Great Lakes.

10 *Where can I buy* Official Guides *of fifty or sixty years ago?*

Try dealers in railroadiana such as Grahame Hardy, Carson City, Nev., and Owen Davies, 1214 LaSalle St., Chicago, Ill. Our only other suggestion is to run an item in *The Switch List.*

11 *What is the longest railway tunnel on the North American Continent?*

The Cascade in Washington State, seven miles, 4,191 feet, followed by the Moffat in Colorado, six miles, 1,119 feet; the Connaught in Canada, five miles, 117 feet; the Hoosac in Massachusetts, four miles, 3,690 feet; and the Mount Royal in Canada, three miles, 804 feet. These five are listed in the *Directory of Railway Officials and Yearbok* among the world's forty-nine longest railway tunnels. There are forty-one in Europe, two in Asia, and two in New Zealand.

12 *How many highway trailers are carried on a standard trailer transport car?*

Two, as a rule.

13 *On certain TV quiz shows, vari-*

Chesapeake & Ohio Railway

Chesapeake & Ohio's new Railvan, equipped with two sets of wheels makes it possible to run on rails or highway. A transfer vehicle shifts it from one to the other by letting down either the flanged or rubber-tired wheels, whichever set is needed.

ous airlines are given plugs regarding the free transportation of performers, even though the program is sponsored by another company. Why can't railroads get in on the act?

Because there's a law against any American railroad giving free transportation except to employes and dependent members of their families. Airlines, on the other hand, are governed by the Civil Aeronautics Board, which apparently is more lenient on that score than the ICC.

14 *Is it true that the Stroud's Creek & Muddlety is now dieselized?*

Yes, this 3-mile road in West Virginia bought three diesels to replace four steamers—a sad blow to steam fans.

15 *How many Class I roads are in the United States?*

There are 113.

16 *What is the function of the converted railroad car that bears the inscription,* University of Minnesota?

It is a mobile laboratory used by the University scientists to determine basic causes of heart disease, in order to prove or disprove the theory that sedentary jobs have any bearing on the high incidence of coronary ailments. Technicians have been using this rolling laboratory to work with groups of railroad employes of the Northwest.

17 *Is the Chesapeake & Ohio's new Railvan a more advanced form of piggybacking?*

No. It resembles an ordinary highway semi-trailer with an extra set of iron wheels. A compressed-air motor seesaws the two sets (one rubber-tired for highway travel and the other flanged for rails) back and forth. The unit is not self-powered but designed to be hauled in groups as a train by a locomotive, or singly on the highway by a truck tractor. A rubber-tired gas-powered transfer vehicle moves it on and off the track.

Recently the Railvan set a mail-carrying record—3 hours, 18 minutes—between Detroit and Grand Rapids, Mich., at virtually passenger-train speed, and at the same time eliminated three manual handlings of mail.

18 *What is a relay train?*

A freight that switches from one yard to another in the same terminal area.

19 *Has the Long Island always been a commuter railroad?*

No. It was built originally in 1834 to provide the fastest route between New York and Boston. In those days, the many hills and rivers between the two cities made railroad construction impossible. As an alternative, passengers traveled from Brooklyn to Greenport (on Long Island's northeastern finger of land) over level country at 25 mph, and ferried across to Stonington, Conn., then on to Boston by the Old Colony Road (now the New Haven). The entire trip took 10 hours and cost $10.

20 *Was every horse-drawn streetcar in North America pulled by two horses?*

No. Many had only one. When snowdrifts piled up it was not uncommon to use four horses on a single car.

21 *Give a brief rundown on railroads in Argentina.*

Last summer Argentina observed its 100th anniversary of railway service. The first line extended from Buenos Aires to Floresta, a distance of six miles, using a 5-foot 6-inch gage, probable because it conformed with that of the neighboring Republic of Chile.

Today the Argentine State Railways embrace a network of more than 27,000 miles, all state-owned and divided into seven operating units.

22 *Can you quote the words of an old poem called* The Divine Engineer?

This world is like a train of cars
With God as engineer;
And we are only passengers
Who ride away from here.

The big red sun is the light in front;
The green moon at the rear;
The twinkling stars are the signals true
To show the track is clear.

The years—they are the whirling wheels
That speed along the track.
And often, oh, how often we
Have wished they would turn back.

This world is like a train of cars
That goes away from here;
And we are only passengers
Who trust the Engineer.

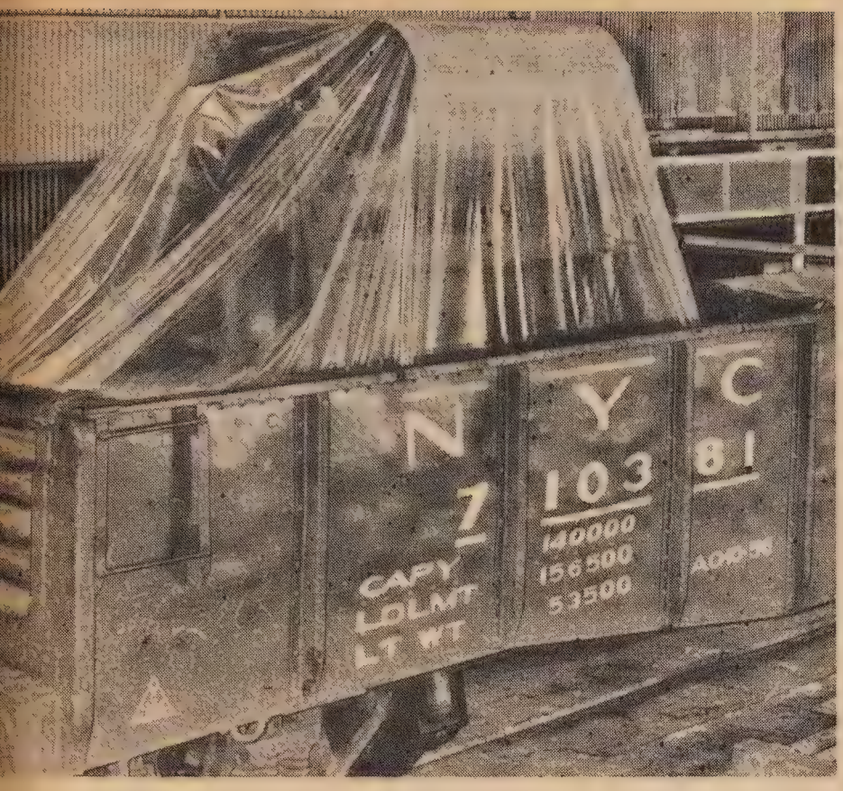
23 *Where can I buy a five-minute red fusee?*

Try these New Jersey companies: Standard Ry. Fusee Corp., Morris Ave., Boonton, or Samuel Jackson, Jr., Laurel Springs.

24 *Publish a history of the Chesapeake, Ohio & Western (now part of the Illinois Central) that runs from Paducah, Ky., and Memphis, Tenn.*

The CO&SW was made up of various lines, many of which date back

A. M. Byers Co., Pittsburgh, Pa



Bulky rail-freight shipments are wrapped in cellophane these days. Well, not exactly cellophane . . . but a new lightweight, moisture-proof plastic film known as Visqueen Polyethylene.

Sixteen Class 1 railroads are now using tie-spacers made of wrought iron, rather than wood, to keep crossties in place with minimum track maintenance and to reduce fire hazard.

before the Civil War. Among them were the New Orleans & Ohio, the Ohio Valley (and several small Kentucky lines), the Paducah & Gulf, the Paducah & Memphis, the Memphis, Paducah & Northern, and the Elizabethtown & Paducah.

Collis P. Huntington bought the last two in 1881 and consolidated them, at which time the whole system became the CO&SW. In 1893 he sold a controlling interest to the Illinois Central, which enabled the IC to have a connection at Memphis for traffic moving northward from New Orleans.

Strobeacon crossing-signal electronic lamp gives brilliant blue-white light that flashes warning from a great distance.

25 *What is Visqueen Polyethylene?*

Ask the editor of *The Ferroequinologist;* he likes long words. Seriously, it's a trade name for a new film (or glorified cellophane) used instead of tarpaulins to protect huge machines shipped by rail in gondola cars. It takes a crane and four men to install canvas tarps. Two men can handle the lightweight film without a big hook. VP is a product of the Visking Co., Terre Haute, Ind.

26 *How many railroad companies in the United States and Canada issue magazines for distribution to their employees?*

Seventy. The combined circulation is more than 700,00. Most of them are distributed also to shippers, newspapers and magazine editors, etc. The magazines are issued monthly, bi-monthly, quarterly, and semi-annually.

27 *What is a Strobeacon?*

A trade name for an electronic lamp which produces a brilliant blue-white light, claimed to be seen up to five miles and especially effective in penetrating fog. It gives visible warning from a great distance to an approaching motorist, thus allowing sufficient time to stop his car. The lamp operates on about 1000-volt surges from a condenser which is charged by a step-up transformer.

28 *Where can I get a comprehensive vocabulary of rail lingo?*

Write to the Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington, D.C.

29 (*a*) *Which Southern Pacific trains used the Espee McKeen gas motor and gas-electric coaches?* (*b*) *When were the last ones operated?*

(a) On the following lines:

T&NO in Texas

Houston-Shreveport	San Antonio-Hearne
Dallas-Beaumont	San Antonio-Del Rio
Houston-Austin	Houston-Beaumont
Houston-Corpus Christi	Houston-Galveston
Houston-San Antonio	Austin-Llano
Waco-Kennedy	Layfette-Alexandria
Waco-Bremond	Lafayette-New Iberia
Fort Worth-Ennis	Eagle Pass-Spofford
Dallas-Dennison	Ennis-Paris

SP In California

San Francisco-San Jose	Bakersfield-Fresno
Sacramento-Chico	Fresno-Porterville
Los Angeles-Oxnard	Kern-McKittrick
Bakersfield	(Sunset Branch)

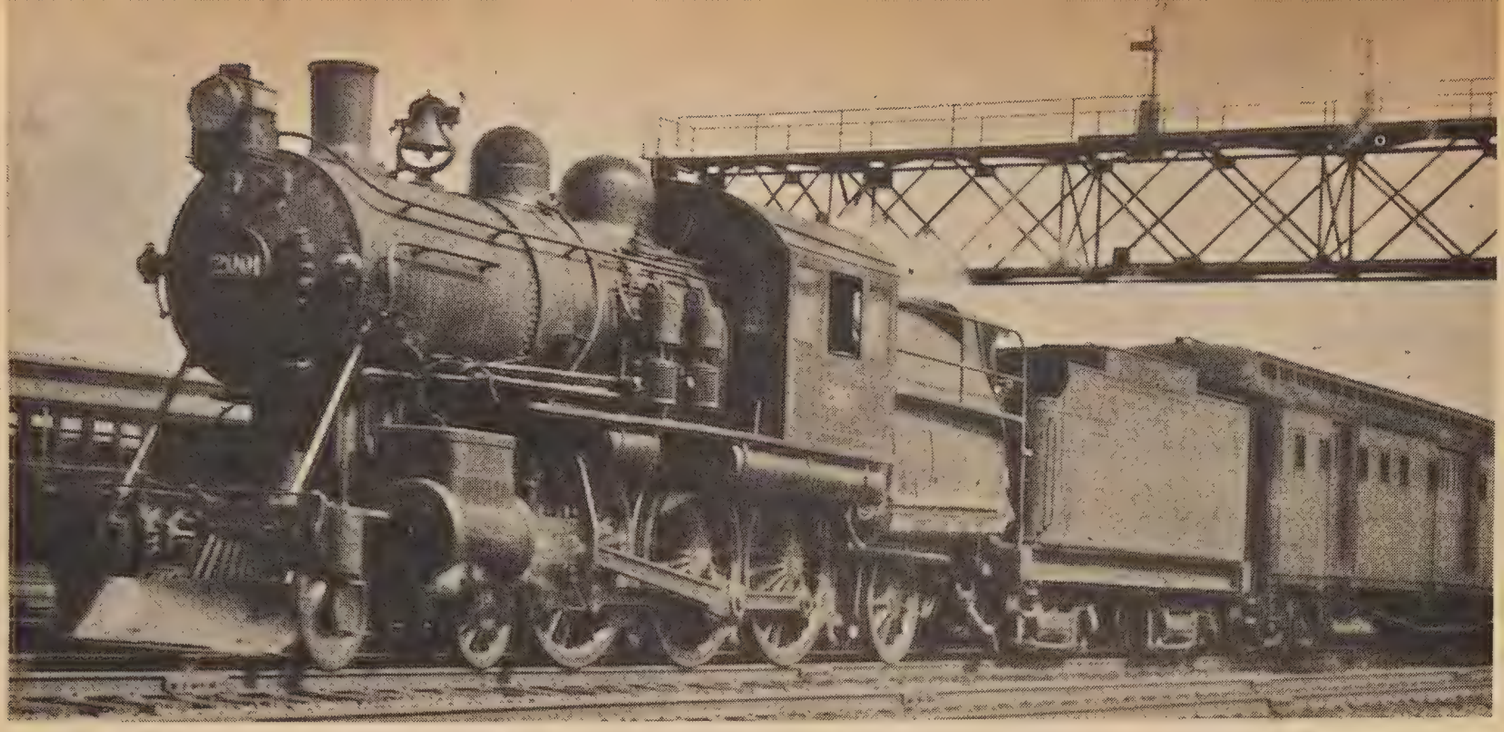
SP In Oregon

Portland-Corvallis
Marshfield-Eugene

SP In Arizona

Phoenix-Winkleman
Niland-Yuma
Bowie-Miami

(b) The Espee operated the Mc-



Collection of Karl Schlachter, 112 Laurel Lane, Wilmington Del.

Rare item: a Pacific-type Camelback, Lehigh Valley No. 2001. Only eight of these engines were ever built. They were Lehigh Valley Nos. 2000-2007, Class K1, with 76½-inch drivers and with 22x28-inch cylinders, Baldwin vintage of 1905 and 1906.

Warren Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa.

Delaware, Lackawanna & Western 2-6-0 No. 24, a camelback with a Sunflower stack, pictured at Groton, N. Y., about 1888.

Keen gasoline motor coaches between 1908 and 1911. The majority were withdrawn during the late 1920's, the last of them by 1936. The gas-electric cars were purchased as replacements for the McKeen coaches about 1930 and were operated as late at 1945.

30 *What is the heaviest weight of rail in use today?*

136.2 pounds per yard.

31 *Is there a railroad in Eritrea?*

Yes, this African colony on the Red Sea, with an area about the size of the state of Mississippi, is served by a 190-mile narrow-gage railroad, which has 60 bridges and 39 tunnels.

32 *I have heard of a locality in South Dakota where trackside memorial services are held on each anniversary of a little boy's death. Please give details.*

It is the story of a brakeman's devotion to a boy he never knew. One day in 1886, Bill Chambers, Chicago & North Western freight brakeman, spied a yellow-haired lad, a lone figure in the vast prairie, who waved as his train went by. A strange friendship grew between them and the boy would wave each time from a certain spot. There came a day when Bill Chambers looked for him in vain. The little fellow was nowhere in sight. Bill saw that a newly-made grave had been dug beside the track.

He learned that his friend had died of smallpox and had asked to be buried "where the train goes by and the man waves." The brakeman marked the grave with a rectangle of stones. Each Memorial Day he planted fresh flowers on the little mound. Even after retiring, Bill would go back to the lonely spot as long as he could travel. He died in 1932, but his vigil became a tradition,

and to this day a train stops once a year at a place not marked on the timetable, to show the world that "the little fellow" is still remembered.

33 *Which is the largest railway-owned tidewater terminal?*

Port Richmond, on the Delaware River near Philadelphia, covering a 225-acre area that includes ten piers equipped with modern facilities for handling all types of commodities. There are 85 miles of track and yard facilities for 5,600 freight cars. The terminal is reached by a 37-foot-deep channel from the Atlantic Ocean. It is owned by the Reading.

34 *Have the British Railways discontinued building or buying new steam locomotives?*

No, 151 have been ordered for delivery this year, but BR's trend is toward electrification.

35 *When were the first railroads opened to the public in countries around the world?*

1825 Gt. Britain	1860 Latvia, Union of S. Africa
1830 United States	1861 Paraguay
1832 France	1862 Finland
1834 Ireland (Eire)	1863 Lithuania, New Zealand
1835 Belgium	1865 Ceylon
1836 Canada	1866 Bulgaria
1837 Russia (now USSR), Cuba	1869 Greece, Rumania, Honduras, Uruguay
1838 Austria	1870 Estonia
1839 Czechoslovakia, The Netherlands, Italy	1871 Colombia, Equador, Tasmania
1842 Nor. Ireland	1872 Japan
1844 Switzerland	1876 Tunisia
1845 Poland	1877 Burma
1846 Hungary, Yugoslavia	1880 Guatemala
1847 Denmark	1881 Newfoundland
1848 Spain, British Guiana	1882 El Salvador
1850 Mexico	1883 China
1851 Chili, Peru	1885 Malaya
1853 India	1889 Bolivia
1854 Norway, Australia, Egypt, Brazil	1892 Philippines, Iran
1855 Panama	1893 Siam
1856 Portugal, Sweden, Turkey	1894 Manchuria
1857 Argentina	1899 Korea
1859 Luxembourg	1900 Sudan
	1951 Liberia

36 *When did the railroads first use warning signs at grade crossings?*

The earliest that we know of was 1835 when Massachusetts enacted a law requiring such signs. The slogan "Stop, Look and Listen," was not introduced until the 1880's.

37 *Why does the Pennsy use rubber-tired, storage-battery switcher No. 14379 in Jersey City instead of a small diesel or steam engine?*

Because this goat, unlike conventional switchers, uses its rubber tires to take short cuts directly across tracks. Besides, PRR has cut out all steam.

38 *Which was the first interstate railroad in the United States?*

The Petersburg (now part of the Atlantic Coast line), which was opened in 1833 between Blakely, N.C., and Petersburg, Va.

39 *How many miles of American railroads are radio-equipped?*

Latest available figures show 82,188 miles with radio and other wayside-to-train, train-to-train, and end-to-train communication devices to increase efficiency and add to safety operations. For further information, see Peter Josserand's article in our April '58 issue.

40 *What happened to the Southern's engine No. 1102 that took the famous* "Old 97" *on her fatal run?*

She was hauled out of the mud and rebuilt, giving many years of service before being dismantled at the Princeton, Indiana shops in July, 1935.

41 *I read somewhere that the Chesapeake & Ohio had a golden spike on its line. Is this correct?*

According to Frank Cundiff, a resident of Hinton, W. Va., the C&O's golden spike was driven when the rail crews from east and west joined up east of Deepwater in 1870. He recalls that the work train jumped the track nine times en route back to Hinton. A special train carried officials from the east to the site where the spike-driving ceremony was held.

42 *Explain the difference between the following Pennsy steam engines: The H-9s and H10s; J-1 and J-1a; K-4s and K-4sa.*

The first two have different cylinder dimensions. The J-1 has a sheet steel frame, while the J-1a has a cast frame and cylinders. The K-4sa has a front throttle; the K4s does not.

43 *Why has the New York Central consolidated its comparatively new streamlined* Empire State Express *with the* DeWitt Clinton?

Because patronage on both trains

Western Pacific Zephyrettes pass siding at Merlin, Calif., in the Feather River Canyon, as each completed a million miles on the Oakland-Salt Lake City route. Cars were first RDC's of their type to come from Budd's Red Lion plant in 1950.

Collection of Bob White

Many old wooden derails like this one on the Grand Trunk Western are still in use throughout the country, mostly on steep grades. By forcing a runaway to jump the track it can prevent a bad wreck.

has decreased sharply in the past two years since the opening of the New York State Thruway which parallels the Central's main line through the state. As an example, passenger traffic on the *Empire State* alone dropped from 46,828 in 1946 to 24,000 in 1957.

44 *Give me data on Canadian Pacific No. 7000 diesel electric locomotive.*

She was built in Hamilton in 1937 —her power plant at the Harland & Wolff Shipyards & Engineering Co.; body and trucks at the National Steel Car Corp. The Foundation Co., Peninsula, Ont., bought her in 1944.

Running Extra

When you answer a question requested in Information Booth or Running Extra, be sure to mention the item number and date of issue.

THE STATE OF VERMONT Development Commission, Montpelier, wants help in locating a small narrow-gage steam locomotive for a 35-inch gage track, maximum weight 15 tons, preferably a Baldwin. Condition of boiler is not important. Contact Clifton Miskelly, Managing Director.

BOB OLIPHANT, 35 Overlook Dr., Golf, Ill., wants a history of the now-abandoned steam road — probably the Chicago, Palatine & Wauconda—which ran through the Illinois towns of Palatine, Lake Zurich and Wauconda.

"WHO can supply information about the Sheffield & Tionesta?" asks G. R. Squires, 58 Middlesex Rd., Mentor, O.

RED LOCOMOTIVES: E. A. Smith, Zolfo Springs, Fla., furnishes more information on the subject (item 42, Oct. issue).

He says: "I ran two engines, Nos. 2 and 10, at Slater, Fla., both wood-burners, painted bright red, tanks and all. They were owned by the Dowling-Camp Lumber Co., which operated the *Everglades Runner*.

"No. 10 was scrapped eventually. No. 2 went to the Lee Cypress Co. for logging in the Big Cypress Swamp. The last I heard of her, she was pulling the steel gang train, but I head she is resting on the yard. Incidentally, she is the identical twin of an old engine preserved in the park at Bradenton, Fla."

"WILL some reader give me specifications comparing Pennsy K-4's and K-5's with the larger Pacific types on other roads?" asks C. B. Swoyer, Box 172, Eldred, Pa.

PAUL REHN's question about the Okmulgee Northern and locomotive No. 5 *Tommy* (Feb. issue) is answered by Charles Wales, 4107 Old Mt. Vernon Rd., Alexandria, Va., who says: "A photo of the engine appears on page 135 of Aug. 1940 *Railroad*. The ON was incorporated Dec. 16, 1915, to build a railroad from Deep Fork to Okmulgee, Okla. This line was opened on Oct. 8, 1916," running 9.9 miles.

IN answer to James Lucey's request about abandoned Connecticut railroads (Dec. issue), Jacob Cheney, 190 Hartford Rd., Manchester, Conn., says:

"The road which crosses Route 72 twice in Cromwell is a freight branch of the New Haven from Middletown to East Berlin. It was electrified to operate to Berlin, on the Springfield (Mass.) line. Multiple-unit trolly cars were used and supplanted by rail-gasoline cars in 1927. The Berlin-East Berlin segment was discontinued in 1935. As for the single-track line crossing the main road into Hartford, I can only think of the Hartford-Saybrook which crosses Wethersfield Ave. at the city line."

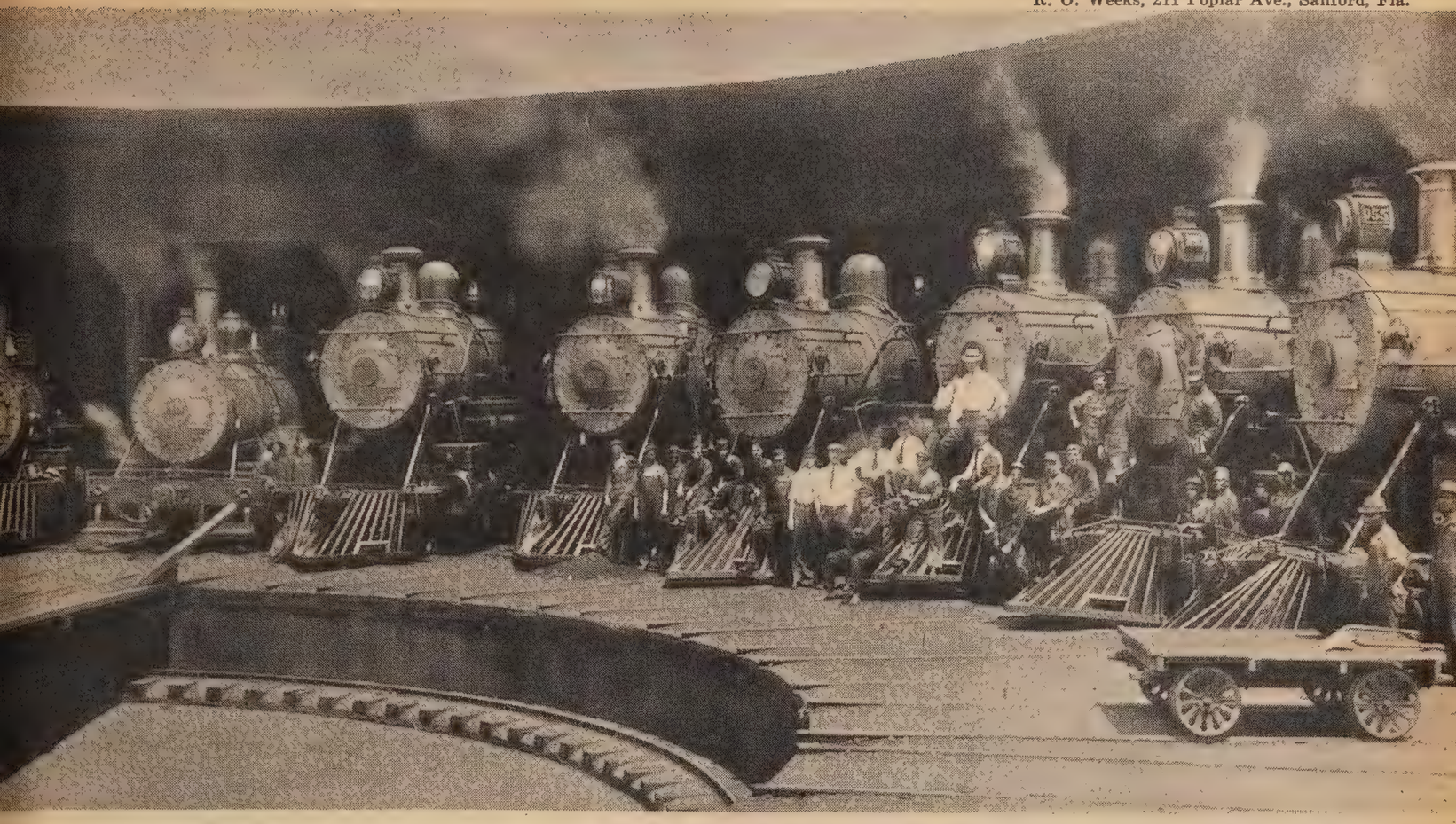
PAUL DUNCAN, 266 Everett Ave., Newark, Ohio, wants to know if there are any locations in the United States or Canada where steamers still take water "on the fly."

A QUERY about the Dayton & Toledo (Aug. issue) is answered by G. Gabeltoni, Indianapolis, Ind., who says it was built in 1881 as a narrow-gage line by the Toledo, Delphos & Burlington (original name of the Clover Leaf road). It ran between Dayton and Delphos, Ohio. In 1887 the line was consolidated with the Dayton & Ironton and the Dayton, Ft. Wayne & Chicago,

Looks like a huge lake, as flood waters cover Spalding main line of the British Railways. About all you can see is the right-of-way fence and a semaphore signal.

Associated British & Irish Railways, 9 Rockefeller Plaza, New York City

R. O. Weeks, 211 Poplar Ave., Sanford, Fla.



Steam up and ready to go! Scene in Atlantic Coast Line roundhouse at Sanford, Fla., in the halcyon days before World War I.

which in turn was absorbed in 1891 by the Cincinnati, Hamilton & Dayton.

In 1923 the Dayton-Delphos line was shut down and track torn up except for about a mile at each end. The Dayton section remained to serve industry, while the Delphos portion was acquired by a transfer line to deliver freight cars to and from the Pennsy.

"WHILE driving on New York State Route 22," writes William Peisecker, 2263 Lafayette St., North Bellmore, N. Y., "I noticed an old right-of-way between Stephentown and Lebanon, below and to the west of this highway. And in Vermont on Route 4 between Whitehall and Rutland I saw another right-of-way that parallels the Delaware & Hudson. Who can tell me what roads they were and, if possible, furnish pictures of their equipment?"

LEONARD KARNES, 335 Whitewater Ave., Fort Atkinson, Wis., wants to buy a picture of the Pennsy's old roundhouse located about four miles east of Cincinnati, Ohio.

REFERRING to Item 20, Feb. issue, Victor Fetter, 1240 No. Stuart St., Arlington, Va., has this to say about the six Pioneer III cars the PRR may use in the Pittsburgh Region: "I have been informed that they will be equipped with four electric traction motors and will have panographs for running under the overhead catenary system which the road has in the East. Since these cars will be equipped for catenary operation only, Pittsburgh will not see them until the Pennsy has cars with diesel generators. They are slated for June delivery.

R. E. PETERSON, 612 East Central Park, St. Paul, Minn., wants to know if any readers ever worked on the La Valle, Cazenovia & Western. This short line connected with the C&NW at LaValle, Sauk County, Wis., from the turn of the century until the twenties when it was abandoned because the Little Baraboo River washed out tracks and bridges.

Mr. Peterson ran the local paper, the *Sentry*, around 1950, and made inquiries about former employes of the LVC&W, finding none in LaValle. He hopes this notice will reach his ex-employes and customers elsewhere.

A LIST of North American railroads which extend "family fare" inducements to the public on particular days of the week is wanted by A. J. Franck, Box 62, Mineola, N. Y.

PROF. William Helmen, State University of New York, Morrisville, N. Y., is collecting and organizing material for a comprehensive history of the New York, Ontario & Western, and would be grateful to anyone who can help him out with pertinent data, including personal experiences.

COMMENTING on Item 20 (Oct. issue), James Adams, 337 S. Maple St., Centralia, Ill., has this to say: "I believe you will find that the Illinois Central passenger trains are permitted to run at 100 mph on stretches between Centralia and Champaign, Ill., because it is automatic train stop territory."

DON WILSON, Wildwood Amusement Park, Houghton Lake, Mich., asks who can supply parts for steam locomotives of 24-inch gage or longer.

MORE information on Camelbacks (item 39, Feb. issue) comes from Warren Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa., who says:

"The ex-Reading 0-4-0 Camelback, owned by the Colorado Fuel & Iron Corp., was built by Baldwin in March, 1903 as a Class A-4A with 44-inch drivers and a four-wheeled bobtail tender. She was rebuilt about 1906 with 50-inch drivers, Class A-4B. Sometime or other she was given a square-backed road tender, perhaps from a small 4-4-0 that had been scrapped. All Class A-4A engines were rebuilt to A-4B.

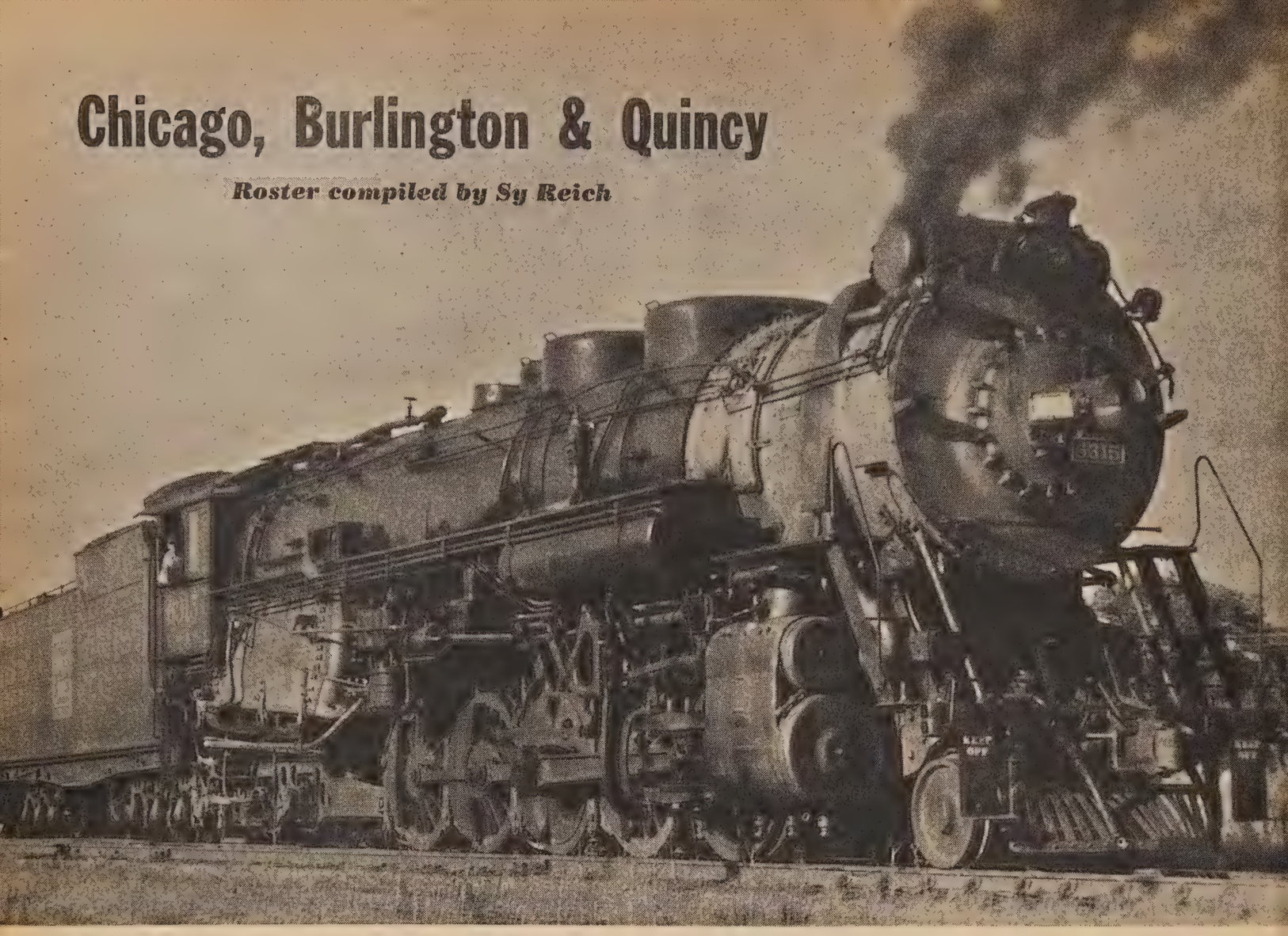
3833
3833

Doubleheaded by Nos. 3833 and 3759, Santa Fe's Grand Canyon Limited, running extra over Southern Pacific tracks in Nov.,1946, approaches Woodford, Calif., from the west.

H. L. Kelso, 6602 Sixth Ave., Los Angeles, Calif.

Chicago, Burlington & Quincy

Roster compiled by Sy Reich



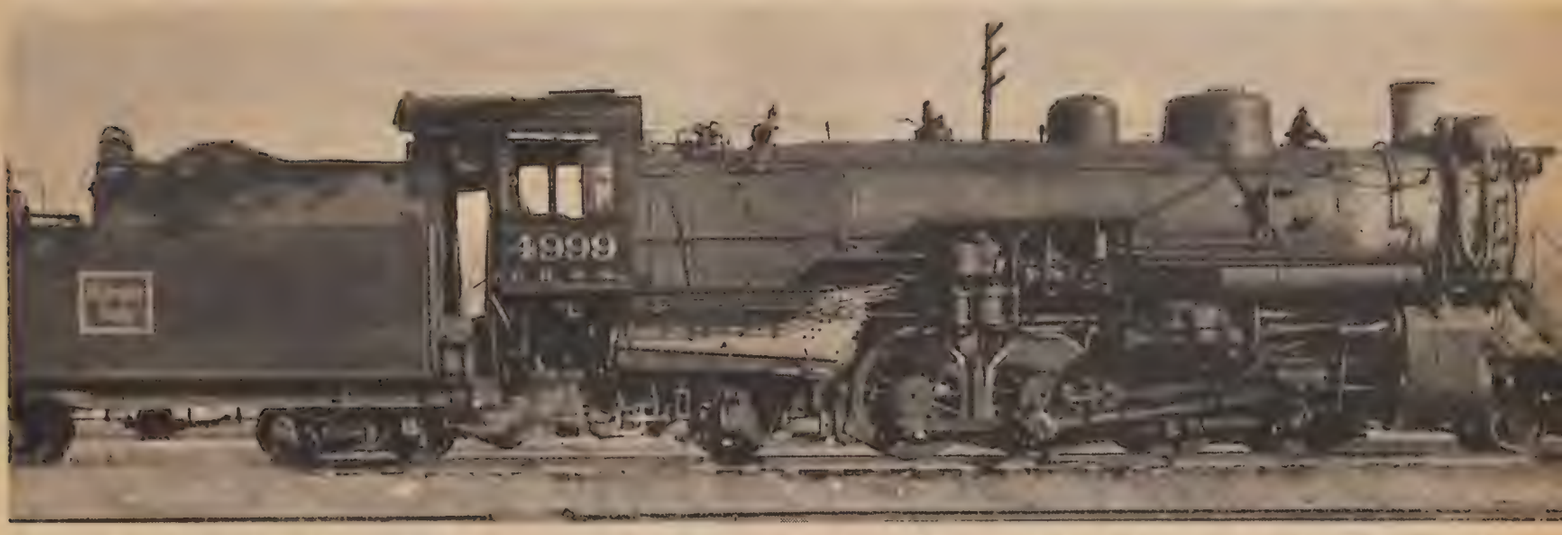
Mightiest of all Burlington locomotives, steam or diesel, are 2-10-4's. Number 6315 is pictured here at Litchfield, Illinois.
R. C. Jack photo from Richard Wallin, 664 Hawbrook Ave., Kirkwood, Mo.

Northern types like No. 5629 wheel plenty of fast freight on the CB&Q.
Burlington Lines

STEAM LOCOMOTIVES

Class	Road Nos.	Cyls.	Dri.	BP	Eng. Wt.	Trac. Eff.	Builder	Date Built	Notes
0-6-0 (Six-Wheel Switcher) Type									
G-10	565	22x28	52	200	192,600	44,300	Alco	1904	1
4-6-0 (Ten-Wheel) Type									
K-2	637	19x24	64	180	128,550	20,700	Rogers	1892	
K-4	919	19x26	64	200	156,600	25,000	Havelock	1902	
4-6-4 (Hudson) Type									
S-4	3001,3003, 3006,3007, 3010	25x28	78	250	395,920	47,700	Baldwin	1930	
S-4A	4000	25x28	78	250	388,700	47,700	Baldwin	1930	2
S-4A	4001	25x28	78	250	388,700	47,700	CB&Q	1938	9
S-4B	4002,4003	25x28	78	250	388,700	47,700	Baldwin	1930	3
2-8-2 (Mikado) Type									
O-1A	4943,4947, 4949,4950 4952,4954-4956,4960-4963,4966,4967,4970,4976,4978,4980,4983,4986,4991-4994,4997,4999,5079,5082, 5084,5085,5089,5090,5118,5119,5121,5129,5132,5140,5144	27x30	64	200	310,780	58,090	Baldwin	(4)	
O-3	5346,5351, 5357	28x32	64	200	348,050	66,640	Baldwin	1917,'19	
O-4	5501,5505	27x32	63	200	320,950	62,950	Baldwin	1919	
4-8-4 (Northern) Type									
O-5A	5600-5602, 5604-5607	28x30	74	250	474,520	67,500	Baldwin	1930	5
O-5B	5608-5610, 5612-5624, 5626-5635	28x30	74	250	476,050 or 474,520	67,500	CB&Q	1936 1938,'40	9
2-10-4 (Selkirk) Type									
M-4A	6310-6327	28x32	64	250	504,570	83,300	Baldwin	1927,'29	6

No. 3001, a Hudson type, was pulling the *Aristocrat* when R. Andrews made this shot at Chariton, Iowa, five years ago.



No. 4999, Class O-1A, an old Mikado type built by Baldwin, poses for her picture on a sidetrack at Centralia, Illinois.
R. C. Jack photo from Richard Wallin

This sturdy 4-6-4 type, No. 4000, photographed at Galesburg, Ill., has seen considerable service in the past twenty-eight years.

R. C. Jack photo from Richard

155 at East St. Louis ready to go.

Radio antenna on roof of 3-unit F7.

Note 4 stacks on model VO, 1000 hp.

E9A awaits assignment at Chicago.

One of the *Zephyr's* diesels, 9966.

Above pix by Sy Reich, 92 St. Marks Pl., New York City

DIESEL-ELECTRIC LOCOMOTIVES

Road Nos.	HP	Builder	Builder's Model	Wheel Arrgt.	Trac. Eff.	Eng. Wt.	Date Built	Notes
105A&B-115A&B 105A&B-115A&B 150A&B-159A&B	2(1350)	GM-EMD	FT	A&B 2(B-B)	65,000	457,900	1943-'44	
116A&D-136A&D 160A&C-162A&C 163A-166A	1500	GM-EMD	F3A	B-B	32,500	229,000	1947-'48	
116B&C-136B&C 160B-162B	1500	GM-EMD	F3B	B-B	32,500	229,000	1947-'48	
150C-159C	1350	GM-EMD	F2A	B-B	32,500	229,000	1946	
163C-166C 167A&C-169A&C	1500	GM-EMD	F7A	B-B	32,500	229,000	1950	
163B-169B	1500	GM-EMD	F7B	B-B	32,500	229,000	1950	
200-267	1500	GM-EMD	GP-7	B-B	40,000	250,100	1951-'53	
270-289	1750	GM-EMD	GP-9A	B-B	50,000	249,666	1954	
300-324	1500	GM-EMD	SD-7	C-C	67,000	321,590	1953	
400-411						297,875	1952	
325-344	1750	GM-EMD	SD-9	C-C	80,707	322,827	1954	
345-374					80,707	325,683	1955	
430-459					79,000	316,200	1957	
9103-9107	360	GE	44 ton	B-B	13,000	88,850	1940-'41	
9120	400	Whitcomb	none	B-B	7,200	120,000	1932	7
9122-9123	450	Midwest	none	B-B	12,000	130,000	1934	
9130-9135	600	GM-EMC	SW	B-B	22,800	200,000	1937	
9136-9153	600	GM-EMC	SW-1	B-B	24,000	201,000	1939-'41	8
9200-9201	900	GM-EMC	NW-1	B-B	30,600	250,000	1937	
9203-9248	1000	GM-EMD	NW-2	B-B	31,200	249,000	1940-'49	
9249-9268	1200	GM-EMD	SW-7	B-B	40,800	247,325	1950	
9269-9270	1200	GM-EMD	SW-9	B-B	40,800	247,325	1951	
9271-9280	1200	GM-EMD	SW-1200	B-B	35,600	248,720	1955	
9300-9308	1000	Alco-GE	S2	B-B	34,000	231,890	1943-'44	
9350-9379	1000	Baldwin	VO	B-B	34,000	241,620	1943-'44	
9400A&B-9413A&B	2(1000)	GM-EMD	TR-2	C&C 2(B-B)	81,600	498,600	1947-'49	10
9900-9903	600	EMC	A4	B-2	(11)	(11)	1934-'35	12
9904,9905, 9906A,9907A	1800	GM-EMC	EA	B-B	(11)	(11)	1936	13
9906B,9907B	1200	GM-EMC	B	B-B	(11)	(11)	1936	13
9908	1000	GM-EMC	AA	AIA-2	(11)	(11)	1939	
9909,9910A-9912A,9913, 9914A&B-9915A&B	2000	GM-EMC	E5A	AIA-AIA	15,600	315,750	1940-'41	14
9910B-9912B	2000	GM-EMC	E5B	AIA-AIA	15,600	310,690	1940	15
9916A&B-9936A&B, 9937A,9949	2000	GM-EMD	E7A	AIA-AIA	15,600	321,690 or 328,730	1945-'49	
9937B,9938A&B-9948A&B,9949A, 9964-9977	2250	GM-EMD	E8A	AIA-AIA	23,500	332,345 or 331,513	1949-'53	
9960A&C-9962A&C	1500	GM-EMD	F3A	B-B	32,500	246,457	1947	
9960B-9962B	1500	GM-EMD	F3B	B-B	32,500	246,457	1947	
9985A&B-9989A&B 9990-9995	2400	GM-EMD	E9A	AIA-AIA	23,500	332,060	1954-'56	

Colorado & Southern

STEAM LOCOMOTIVES

Class	Road Nos.	Cyls.	Dri.	BP	Eng. Wt.	Trac. Eff.	Builder	Date Built	Notes
4-6-2 (Pacific) Type									
F-3-B	372	27x28	74	200	276,400	46,890	Baldwin	1918	16
F-3-C	374	27x28	69	200	301,070	50,290	Baldwin	1922	
2-8-0 (Consolidation) Type									
B-4-R	602,605, 608,620, 629,631,632,634,638,641	22x28	57	205	(17)	(17)	(17)	(17)	
B-4-R-1	644,646-648	22x28	57	200	194,650	40,418	Baldwin	1907	
2-8-2 (Mikado) Type									
E-4-A	800,802, 803	26½x30	57	200	283,340	62,800	Baldwin	1911	
O-4	804-809	27x32	63	200	320,950	62,950	Baldwin	1919	18
2-10-2 (Santa Fe) Type									
E-5-A	900,902-904	30x32	59	200	376,245	83,000	Baldwin	1915	
E-5-B	909	30x32	63	200	387,284	77,710	Baldwin	1919	
E-5-C	914	30x32	59	200	405,710	83,000	Baldwin	1922	

DIESEL-ELECTRIC LOCOMOTIVES

Road. Nos.	HP	Builder	Bld. Mdl.	Whl. Arngt.	TE	En. Wt.	Date	Notes
150-153	1000	GM-EMD	NW-2	B-B	31,200	247,800	1947-'48	
154	1200	GM-EMD	SW-7	B-B	40,800	247,325	1950	
155	600	GM-EMD	SW-1	B-B	24,000	200,000	1940	8
700A&D-702A&D	1500	GM-EMD	F7A	B-B	32,500	232,720	1950	
700B&C-702B&C	1500	GM-EMD	F7B	B-B	32,500	232,720	1950	
810-819	1500	GM-EMD	SD-7	C-C	67,000	316,300	1953	
820-830	1750	GM-EMD	SD-9	C-C	80,707	325,683	1956-'57	
9950A-9952A, 9953-9954	2000	GM-EMC	E5A	AIA-AIA	21,400	315,750	1940	14
9950B-9952B	2000	GM-EMC	E5B	AIA-AIA	21,400	310,690	1940	15

Donald Sims, Van Nuys, Calif.

CB&Q train 12 at St. Louis after 221-mile run from Burlington, Iowa.

Fort Worth & Denver

STEAM LOCOMOTIVES

Class	Road Nos.	Cyls.	Dri.	BP	Eng. Wt.	Trac. Eff.	Builder	Date Built
4-6-2 (Pacific) Type								
F-3-A	501	25x28	69	200	236,875	43,110	Baldwin	1911
2-8-0 (Consolidation) Type								
B-4-O	202,205(9)	20x28	57	200	158,875	33,404	Rhode Is.	1903
B-4-R-1	312,314	22x28	57	200	202,204	40,418	Richmond	1908
2-8-2 (Mikado) Type								
E-4-A-1	402-404, 406-410	27x30	64	200	274,000	58,092	Baldwin	1915
E-4-A-2	451,454	27x32	63	200	319,500	62,949	Baldwin	1919
E-4-A-3	456,458, 459	28x32	64	200	320,000	66,640	Baldwin	1920

DIESEL-ELECTRIC LOCOMOTIVES

Road Nos.	HP	Builder	Builder's Model	Wheel Arrgt.	Trac. Eff.	Eng. Wt.	Date Built
602,604	600	GM-EMC& GM-EMD	SW-1	B-B	24,000	202,064 197,600	1939 1942
603,605,608	1000	GM-EMD	NW-2	B-B	31,200	250,400	1941-'46
750A&D-752A&D	1500	GM-EMD	F7A	B-B	32,500	232,720	1950
750B&C-752B&C	1500	GM-EMD	F7B	B-B	32,500	232,720	1950
850-860	1500	GM-EMD	SD-7	C-C	67,000	316,300	1953
9980A	2000	GM-EMC	E5A	AIA-AIA	21,400	315,750	1940
9980B	2000	GM-EMC	E5B	AIA-AIA	21,400	310,690	1940
9981A&B	2250	GM-EMD	E8A	AIA-AIA	27,000	335,466	1952

CB&Q ROSTER NOTES

ROSTER compiled from material supplied by CB&Q, accurate as of Jan. 1, 1958. Paint scheme: Switchers—black and light gray with red, yellow, and white striping, white lettering. Passenger road units—silver with black and red striping, black lettering. Freight road units—white with black and red striping, black lettering.

(1) Rebuilt at Denver shops in 1929.
(2) Rebuilt, West Burlington shops, 1937.
(3) Rebuilt at W.B. shops in 1938.
(4) 4900's in 1923, 5000's in 1918, and 5100's in 1922.
(5) Rebuilt at W.B. shops in 1939-'40. No. 5601 rebuilt at Denver shops in 1935.
(6) Rebuilt at W.B. shops 1935-'37, '39-'40.
(7) Gas-electric.
(8) CB&Q 9146 became C&S 155.
(9) Built at W.B. shops.
(10) Each TR-2 rebuilt into two NW-2's in 1955.
(11) Not available.
(12) No. 9901 was destroyed by fire in 1944. No. 9902 was scrapped.
(13) Scrapped.
(14) These CB&Q engines were given the following C&S numbers: 9910B became 9951B, 9911B became 9951A, 9911A became 9952A.
(15) These CB&Q engines were given the following C&S numbers: 9910B became 9951B, 9911B became 9952B.
(16) Bought from CB&Q in 1919.
(17) Engine weight 191,701 or 194,080 or 193,400. Tractive effort 41,428 or 42,439. Built by Rhode Island, Richmond, or Brooks, 1901-'02, '06.
(18) Formerly CB&Q 5500, 5506-5509, 5513. ●

A RAILROAD classic. Copyright 1939 by Popular Publications, Inc.

THE CARELESS ROAD

by HARRY BEDWELL

The boomer coached Janet and Eldon in the art of telegraphy.

Sometimes, but Not Always, a Girl With Red Hair and Sultry Green Eyes Could Turn a Boomer into a Home Guard

EDDIE SAND came out of the East at the break of summer, intent on reaching the cooler heights of the Rocky Mountains in one migration. But at Omaha he met a rollicking group of fellow boomers and their women. Being young and uncommitted, he fell into the mood. Diversions ensued and multiplied.

Two weeks later he discovered that sultry hot weather had set in and he was broke. Living on the prairie in summer is not very comfortable but travel to higher altitudes costs money. Eddie looked around. On the SO&D, known as the Sod Line, he found a chief dispatcher who needed telegraph operators, and went to work on a night trick at Auburn, a big red station in the Corn Belt. A worthy brother staked him to a pie-card and a place to sleep until pay-day.

Among the items Eddie noted on the long table during his first night on the job were three telegraph keys —one for the dispatcher's wire, one for the message wire, and a mysterious third, with a separate sounder, which he knew nothing about. Naturally, the third key piqued him.

Waiting for a lull when the second-trick dispatcher quit shooting train orders at him, Eddie opened the key. After he had made some tentative I's he tapped out amiably, "Who'n hell's on this night wire?"

There was silence for a while. Presently the circuit came to life with the sounder in a hooded box struggling to express itself. The Morse was ragged and faltering, and the sender broke on every other word.

Eddie pieced out the fragments in his mind: "This is a private wire to Madden's house. If you are the new night operator don't get smart and use swear words."

The brass pounder grinned. Mr. Madden was the station agent, his immediate boss, but that oldtimer wasn't mangling the Morse code.

"Who are you?" Eddie spelled out slowly.

A question mark stabbed the air, and he repeated. The sounder came back with, "I am JQ."

Eddie sent: "Glad to meet you, JQ."

Evidently JQ pondered over that. At length the brass tongue stuttered an OK and quit. The lithograph of President Teddy Roosevelt that someone had tacked up on the wall seemed to be smiling at him, and Eddie smiled, too.

It was in the long-gone era before the prevalence of telephones, and this third wire likely had been installed for quick contact between the agent's home and his station. Some kid in the family was learning telegraphy, Eddie decided, and resumed work with no inkling that he had just been in touch with Destiny.

That job absorbed most of his interests and designs—a busy trick, twelve hours straight through, with trains running in droves and the double track hot with traffic. Eddie had to improvise on the procedure there; nobody was on duty at night to instruct him. You caught on by being alert and clever.

But Eddie was a boomer. He had held jobs in the States and Canada ranging from tricks in the desert to slinging Morse on four-track systems, and he soon got used to new situations.

BEFORE the days of the *bug*—a shrewd sending instrument—telegraphers were known and recog-

nized by their *send*, a trait identified more easily than handwriting. Eddie could take Morse any way you dished it out—"ham crackle," or fast ones in the dispatcher's office, the drone of old heads, or the lightning "cut stuff" of the press wires. He could take it adroitly with pen or stylus, till the sending operator became dubious and broke himself to query, "R U TR" (Are you there?) to make sure he was being copied.

His sense of hearing was trained to pick up and interpret little sounds. He quickly noted and quietly analyzed mannerisms with the key. And that was how Eddie Sand came to size up the second-trick dispatcher. That man, probably young and cocky, had quirks of his own when he wanted to be nasty. He expected operators to answer his first call, and needled them when they didn't.

Furthermore, he juggled minutes. He'd give a storming stock train as little as three minutes on a following passenger's time, and insist the stock extra make it to the next station ahead of the first-class train on that slim margin.

When there was barely time to make the maneuver without delay, he'd cut a train over to the left-hand track against the flow of traffic, to run it around a slower one in the block ahead. Thus he saved the slower train from taking siding and having to wait for the other to pass, or kept the faster one from a delay for the block ahead to clear.

He cut the corners close. A cool dispatcher can do it sometimes, if his operators work with him, but this man seemed to be in a continual state of high pressure. Eddie learned from a fellow operator that the man, Curt Halman, had a reputation for getting trains over the road and had never yet been in serious trouble.

The boomer easily kept pace with him, not hesitating to ask and to verify, and when DS tried to burn him up Eddie recalled to himself the immortal words of St. Paul, "None of these things move me."

As yet, the Sod Line had no automatic block system. Between each telegraph station was an absolute block. The train ahead must clear a station before the following train could proceed from the station behind.

The semaphore stood at proceed unless the operator had an order for a train in that direction or unless there was a train in the block ahead.

Solid trains of livestock thundered to market. So many were there and so close did they run at times that three or four were made sections of a passenger and were kept on passenger-train schedule. Long strings of grain cars and local freights snorted into and out of sidings to let the fast ones by. Transcontinental limiteds like the *Prairie Queen* flung themselves at the far, low horizon, screaming their warnings. They yelled for the signal, demanding all possible protection from delay. You didn't dare to lay one of them out.

WHEN Eddie had completed his first maneuver of cutting a train from one main-line track to the other, he realized that if this occurred often it would develop him into a sprinter.

A grunting grain train had gone east from Auburn at 10:15, with a heavier drag than the engine's tonnage rating, and was making poor time. The dispatcher instructed the operator at Oswego, next station east of Auburn, to let him know the instant it showed, and then kept asking him if it was in sight. It wasn't.

At length the dispatcher called Auburn and snapped at Eddie: "Let me know the second the headlight of Extra East shows. I'll cut him over to the westbound track there, if the grain train hasn't shown at Oswego."

"How do you cut him over?"

Mr. Halman blazed impatiently: "I'll give you the order. Then you chase down to the switch, throw it, and signal him to take the crossover. It takes fast work to put out the order and get the switch turned without delaying him, so act fast!"

Eddie sat on the telegraph table

WATCH THAT BALL... OR I'LL TAKE YOU PAL!
IT'S WORTH THE LOSS IF I WIN THAT GAL!
SMELLS GRAND! PACKS RIGHT! SMOKES SWEET! CAN'T BITE!
YOU'RE A PIPE SMOKING MAN? THEN YOU'RE FOR ME!
IT'S SIR WALTER RALEIGH— NATURALLY!
SIR WALTER RALEIGH'S BLEND OF CHOICE KENTUCKY BURLEYS IS EXTRA-AGED TO GUARD AGAINST TONGUE BITE.
SIR WALTER RALEIGH
FREE!
24-PAGE BOOKLET ON PIPE CARE. JUST WRITE TO: SIR WALTER RALEIGH, DEPT. 035-E LOUISVILLE, KY.

and watched the darkness to the west until the yellow disk of the headlight showed. He flipped the key and sent, "Extra East coming."

They split the seconds then in a swift operation. The dispatcher flashed at Oswego, "Is grain train in sight?"

"Not yet," came the answer.

"Thirty-one, copy three," the DS shot at Oswego, and then to Eddie, "Nineteen, copy three," in swift abbreviated signals. And the sounder flowed into the brief order:

"Extra 626 East will use westbound track Auburn to Oswego with right over all westbound trains."

Oswego repeated it, then Eddie drummed it out in a quick patter. The dispatcher completed the "19" to Eddie.

The main line to the east came through the cuts and curves of the rolling prairie. Eddie guessed that he had first glimpsed the headlight less than three miles away.

During the time consumed in copying and repeating the order, the freight train had been rolling down upon the station at about 45 miles an hour, perhaps slowing a little as it neared the semaphore s red eye. It had passed the whistling post when Eddie scribbled a clearance card, tore two copies of the "19" from the manifold, snatched a lantern, and dashed for the crossover switch stand.

He was in the headlight's dim flame when he bounded out of the station. He tucked in his chin and spurted. He couldn't hear the exhaust. The engineer had shut off and would likely know what he faced when he spotted the boomer's lantern streaking like a comet toward him.

It was a two-hundred-yard dash. The switch light bobbed in Eddie's vision as he sped down the cinders. He sucked in a lungful of warm air and held it, and drove his slim legs.

The switch stand jumped out at him suddenly. He skidded to a stop beside it and thrust in his key. The lock snapped back. He swung the lever over, clamped it down, and slipped in the padlock. Then he tossed the freight a quick highball.

The eagle-eye could see now from the red semaphore, the suddenly-changed switch light, and the jumping lantern that he was to take the crossover. Softly the exhaust began again, while the rumble of taken-up slack could be heard on the night air.

Mr. Halman raised hell if you didn't take advantage of every second he gave you. The engineer wouldn't lag. He knew at what speed he could take the crossover with reasonable safety and he would use the maximum.

THE SOD LINE had no train order hoops then. Eddie stood back. He fluffed a copy of the "19" from the finger tips of his right hand and held it aloft as the locomotive came at him, holding the lantern up with his left hand. You had to stand far enough away to be missed by the train but close enough for a member of the crew to snatch the proffered order as it flashed by.

A headlight and two white marker lights loomed over him in a quick triangle. Eddie caught the flicker of the firebox while heat from the locomotive blew in his face. There were smells of hot oil and vanishing steam and boiling dust.

The rolling train gave forth a gigantic roar and clatter. Its engine slammed at the crossover. The fireman leaned out from the cab steps, scooped the order from Eddie's hand, and yelled a brief insult as he tore by.

Cattle cars grunted as they swerved to the westbound track. A tail light swam through the darkness. The tempo of the wheel tearing at the crossover increased. Impatiently the engineer was building up speed before his train was across. The stock cars, wrenched from their straight course, rocked wildly. Steers complained with frightened bawls.

The caboose rushed toward Eddie. He eased closer and held out the order and it was snatched from his hand. The crummy flicked by like the snapper of a long whip. Red tail lights moved swiftly away and vanished into the darkness.

Silence of the country night crept in slowly. Overhead, the stars winked. The scent of curing hay and of wildflowers in bloom again filled the warm air. Eddie turned the switch and went back to the depot to report Extra 626 by at 10:56.

An exciting game it was to speed the traffic. Eddie came early to the station next afternoon to get a line from Mr. Madden, the agent, on some of the night work.

Auburn sprawled in endless hot fields. Its big red depot palpitated heat like an oven doing the Saturday baking. The yard danced with heat waves. Ninety-one, a local freight, snailed into the station.

Eddie paused in the shade to watch the familiar, fascinating evolutions. Even though you lived all your days with the rolling cars, the sight of them always bewitched you.

The rear brakeman topped a boxcar near the middle of the train. He signaled the engineer with sweeps of his arms, waving him forward, slowing him, easing him to a stop at the high freight platform at the rear of the depot.

Then the conductor came forward with a handful of waybills. The agent met him on the platform with waybills of his own, wet from the copying press. They made an exchange and conferred. The head brakeman, on a sign from his conductor, cut the train and signaled it forward of the switch stand and finally backed it into a siding. Two cars of hogs were ready loaded at the stock pens. The man who would accompany them to market was wetting them down. The brakeman tied onto the cars and dragged them out of the siding and stuck them onto his train. He made another cut and set out a car of lumber and a car of furniture.

In due time No. 91 rolled on toward the next town and Eddie sauntered back into the station. At the office doorway he stopped abruptly.

A good-looking country girl of about twenty was seated at the long telegraph table. She eyed him with

an impish grin. Her hair was dark red; her eyes were green and sultry. Her face, neck, and arms were tanned from exposure to the sun, but her middie blouse, left open at the top for relief from the 100-degree heat, revealed the upper part of breasts that were well developed and white.

"Hello," she greeted nonchalantly, closing the V in her blouse.

Eddie's "Good evening" was cautious.

"You are the new night operator?"

He admitted it.

"I am Janet Madden," the girl explained. "Your name is Sandy?"

"Sand," he said politely. "Eddie Sand." He studied her with quick intuition. "Are you, by any chance, the JQ who answered me on the agent's private wire last night?"

She nodded, swinging her legs.

"Is your father teaching you telegraphy?"

"No, sir, I'm picking it up myself. But Dad taught Curt Halman, right here in this station, and you know who Curt is."

"Yes," said Eddie, "I do."

The green eyes flashed. "Curt is headed for something big on this railroad."

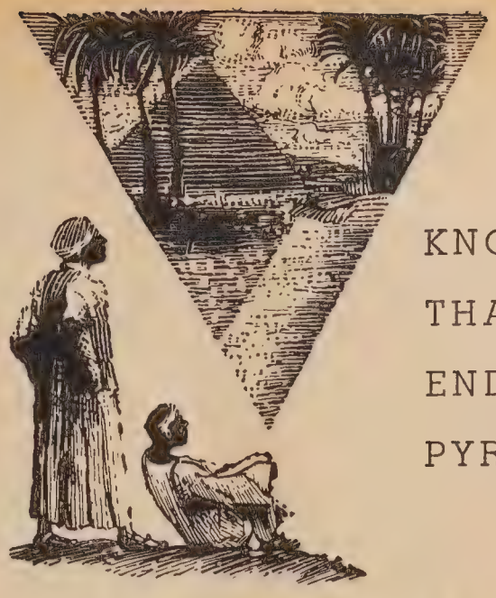
"He is," the boomer agreed, "and he knows it." Her use of that first name irked him. "But he'd better be more careful in handling trains."

Janet snorted and fell silent. A moment later she excused herself and left the office as the day force was trooping in.

AGENT MADDEN was small and gray and somewhat stooped. He reported the local to the dispatcher. Then, by turns, he answered the wall telephone and queries at the ticket window and talked with Eddie.

Roy Dent, the station clerk, languidly checked rates and extensions on the waybills and pro-rated each shipment listed. He was cheerful and accurate but had never tried to learn telegraphy and so he held a clerical job.

Eldon Gilroy, the ham, began ex-



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pensing the waybills, copying the record of each shipment on a separate freight bill as soon as Mr. Dent had revised them. He was big and ramshackle, shy and slow-moving. The look in his eyes as Janet Madden stalked out of the depot told Eddie that this fellow had a crush on her but that the feeling was not mutual.

Some time later, Eldon approached Eddie rather diffidently and blurted out: "Mr. Sand, would you mind if I come back here after supper and practice my receiving?"

The boomer gave a friendly grin. "Sure, and I'll help you all I can."

"Thanks, Mr. Sand. I've got a dummy set in my room to practice sending, but I don't get much time during the day to take it from the wire. The other night operator let me stick around evenings. I just don't seem to catch up on my receiving. Do you think I'll be able to pick it up?"

"I don't see why not. Hang around and I'll make an op out of you."

Eldon stumbled over his feet going out. He was back within an hour. When Eddie wasn't on the wire he sat before the sounder and tried to copy what the dispatcher sent. He puzzled and frowned and laboriously wrote an occasional word he caught from the instrument. When an operator repeated an order he got most of it. But he couldn't read the splattering send of young Curt Halman.

Eddie soon learned that Curt was regarded by his home town as a bright boy who had made good in the city. He came to Auburn that week on his day off and strutted around Courthouse Square. Curt was a glossy young man. His clothes were smart, his conversations brisk. He had a moon-shaped face with hard dark eyes stuck into it like raisins, a round body, and plump hands. He didn't exercise much.

On this visit he hired a rubber-tired livery rig with a pair of matched bays and drove toward the river with Janet Madden and a basket of lunch. Eldon, watching them pass the station, sighed audibly.

Curt was to take No. 22 back to the city that evening, and when he and Janet walked onto the crowded station platform they were surrounded by a group of local teen-age admirers. Curt and his success were popular here.

Twenty-two clanged in. Eldon received five sacks of mail from the Railway Mail clerk. Two were big and heavy with second-class matter. He'd have to make two trips to the post office.

Janet caught sight of Eddie and called to him. "Mr. Sand," she said, "I want you to meet Mr. Halman. Curt, this is the new night operator."

"Oh, yes," Curt acknowledged. "I guess you've been working with me the last few nights. But look here, Sand, you have to be on your toes more. You weren't too quick answering a couple of times last night."

It was a witless gesture to impress the bystanders. Eddie fixed a cold eye on the dispatcher.

"Mister," he said, "you don't have to fret about any delays I hand you, unless you go to rawhiding. Now, I'll tell one. I can't be outside delivering an order to a train on the fly and answering you at the same time. Don't overlook that, like you do some things."

Curt flushed. "A smart boomer, eh? A tramp operator who knows too much! You won't last long here."

"Long enough," said Eddie, "and when I get ready to move I'll be on my way." He turned and walked into the station.

THAT EVENING when Eldon Gilroy showed up for practice, he was in a self-depreciative mood. "Sure you don't mind my hanging around?"

"Of course not," the boomer assured him. "I said I'd make a telegrapher out of you."

The kid brooded. "That's what I told Janet, that I was gonna be a telegraph operator, but she doesn't think so. Sometimes she gets ideas that I can't understand at all."

"The man who understands women hasn't been born yet," Eddie remarked. "Now, let me hear you send on the agent's wire."

Eldon had a heavy, trampling send, his big hand working the key as if he aimed to annihilate it.

"Take it easy," said Eddie. "You're making the job too hard. Now, I'll send slow enough for you to take. Write it down."

He began sending from a newspaper. Two minutes later Janet, who was then at home, broke in. "You are on the wrong wire," the sounder convulsed.

Eddie replied slowly: "I'm sending for Eldon to practice his receiving. He can't take Curt's stuff yet. You had better try to copy some yourself."

"I will!" Evidently the girl was excited about it. The sounder choked up. "I'll show you how easy it is."

Eddie sent to them in slow, clear stuff. Eldon relaxed as he began to get more and more of it. Smooth Morse didn't rattle him. That night he went to his room with a feeling of elation.

Thereafter, almost every evening when Eddie wasn't busy with the dispatcher he sent to them both. Janet was determined to master it. Sometimes after Eldon had gone or hadn't come back for practice at all, Eddie sent to her alone and they chattered back and forth. She learned rapidly. Soon she could take it faster than Eldon.

Ten days later she challenged: "I can receive at the rate of twenty-five words a minute for five minutes without breaking."

"Good!" Eddie replied. "Let's go."

The boomer regulated his speed and sent steadily for the five minutes. Janet did break once.

"But you increased your speed or I wouldn't have broken," she protested.

"Gee!" Eldon gloomed. "She is getting good. Twenty words is the best I can do."

Eddie said: "Look here, fella, you stop going around with your tail between your legs. Some day it'll come to you all at once."

Curt Halman hadn't come down to Auburn that week, and Janet missed him. Eldon surprised Eddie Sand

by taking advantage of Curt's absence by inviting the redhead to Sunday dinner with his folks on the farm. The boomer considered that was being smart at last. But Eldon blundered by asking Eddie to go along.

"Look!" the boomer pointed out impatiently. "When you take a girl out, you don't want another guy around."

"Aw, gee, Eddie," Eldon blushed. "We're just going out home for dinner. Ma and Dad want to meet you, and Janet says she'd like you to be there. You can sleep till noon and we'll pick you up when we come from church."

"All right," Eddie warned. "But I might fall for Janet myself and tell you and Curt Halman both to go to hell."

IT WAS TWO O'CLOCK on a bright Sunday afternoon when Eddie Sand and Janet Madden sat down to a meal with the Gilroy family. Afterward, the boomer ensconced himself in a rocker before the farmhouse, shaded by a huge red maple tree, stuffed with chicken dinner, and disinclined ever to move again.

Janet and Eldon were washing dishes in the kitchen while Mrs. Gilroy fed the chickens. Eldon's father seated himself beside Eddie and said:

"Seems like, Mr. Sand, that boy of ours won't amount to much. He could do fine with us on the farm, but no, he's got the railway bug. And Curt Halman tells me Eldon won't ever be a railway man. Says it ain't in him. And I guess Curt ought to know. I wonder if you'd talk to Eldon some day, mebby about wastin' his time tryin' to learn telegraphy."

Eddie gazed at Pa Gilroy, a gaunt man toughened to toil, uneasy about a son he couldn't understand.

"Mr. Gilroy," he said quietly, "don't be so sure Eldon isn't smart. Me, I root for the home team even when they're taking a licking. He's a good kid and he'll do all right."

Pa Gilroy lit his pipe. "If that kid ever does get a real job on the Sod Line it'd make some folks around here look small."

Janet came by then and took Eddie, groggy and protesting, off across a pasture to the white birches beside the river. Her red hair was flecked with gold in the sunlight and she carried herself like a queen, with just the right curves in front and back. They sprawled down in a shady spot and watched the water.

"Don't you like this peace and quiet?" she asked. "Isn't it better than the roaring road?"

Indian summer had come to the prairies, and a tranquil hush lay on all that bright land. River smells floated through the silent trees.

"Sure," he said lazily, "for Sunday dinner. But I guess not otherwise.

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I'd get lonesome for a locomotive whistle and the way the sounder snaps when a good dispatcher is lining them up."

After a while Janet mused, "Always a drifter."

She was lovely and vital. Eddie watched the girl sit up, take off her shoes and stockings, and dabble her slim white legs in the river's edge. Spidery waterbugs darted out of her way.

"Feels nice and cool," she cooed. "You should try it."

He shook his head.

The sight of those bare feet kicking and splashing made Eddie wonder whether or not Janet wasn't the one woman who could compensate him for the loss of freedom to move about when the urge came. Maybe!

It was a powerful pull when it hit, that desire to drift down the careless road—and so was the desire for a woman! The road would be lonely with no familiar face nor lips puckered in greeting.

Eddie told himself sternly to forget it. He might decide Janet was the mate for him and then find her unresponsive. Yet the thought kept recurring as they drove to town in the buggy toward a flaming sunset, with her presence close beside him, and a touch of perfume that was intoxicating.

EVENTS stood still in a kind of watchful suspension those next slow-ambling days. Curt was laying for Eddie. The dispatcher grew more abusive as the boomer checked every attempt to trap him in an error. He jumped the brass pounder on any pretext. But Eddie could see around corners in train operations and was alert to any quick test sprung upon him. He kept Curt in a quiver.

One night when Eddie answered a call, the dispatcher was ablaze with a close-fitting bit of tactics he had fashioned in his mind and he shot it at the operator in galloping Morse.

"Extra 672 East and Extra 689 West are due there in about five minutes," he sent. "I want to cut Extra East over to the westbound track there when Extra West has cleared you."

Eddie listened as Curt rattled on.

"I'll give you the order, and leave it up to you to see Extra East doesn't take the crossover till Extra West is by. Extra East is a stock train I don't want delayed. It will be close, but I think Extra West will clear you about the time Extra East pulls into your yard. Now watch this, and don't delay him any more than you have to at the crossover. Nineteen, copy three."

Events sprang up and multiplied in and about the Auburn station those next crowded minutes. Extra West blasted the station whistle, while the headlight of Extra East streaked down the grade like a fleeing moon. Curt poured out the order with all the snap and speed his wrist could manage.

Eddie copied the "19" and repeated it. The dispatcher shot a complete and added, "Now hop!"

But Eddie didn't hop at once. This operation was being jammed through and it wasn't quite correct. Curt shouldn't have completed the order till Extra West was by, because when completed it should be delivered at the first opportunity. His scheme put the control of the ensuing maneuver up to the operator. The dispatcher had delegated his guarding hand, and that wasn't safe.

Besides, in all the sudden clamor and confusion, Eddie sensed another flaw he couldn't quite put a finger on. He opened the key and sent, "That doesn't look right—"

Curt cut him short. "Get out there and cut Extra East over when Extra West clears. I'm dispatching these trains."

"I guess you are," Eddie reflected.

You were a sucker if you got sore and lost your head when a lot of things broke all at once. Blunders developed that way. Keep your mind on each swift move and take it fast and careful.

But an acute sense warned him that something was wrong. He could hear the roll of the westbound's exhaust and the clank and roar of the long train as he tore off two copies of the "19," snatched the lantern, and ran through the waiting room.

Cool air on his face was a sharp bracer. The westbound stormed by the station, passing him as he ran toward the switch, while the eastbound headlight sprayed the station.

The eastbound eagle-eye would have shut her off by now, coasting under control, watching for signals, ready to run again or stop. The westbound would clear before the eastbound reached the crossover. There wouldn't have to be any delay.

Eddie swung into a sprint. The tail lights of the westbound slipped past him. By Curt's direction he was free to cut the eastbound over and deliver the order as she went by. But that uneasy feeling was still prodding him. He checked and looked around the yard. A misty disk caught the corner of his eye. Abruptly he stopped running.

A HEADLIGHT showed down there among the sidings, coming out of the spur leading to the feed and fuel yard. He caught the chuff of the exhaust as the westbound stormed away into the distance, and the slow pound of brasses. Eddie swore briefly as he realized that the dim knowledge of the presence of a freight train switching in the Auburn yard had been bothering him.

"That took me a helluva long time to learn," he muttered. "Curt must be getting under my skin."

A westbound freight, in the clear on the team track, had been setting out empty stock cars, two cars of coal, and a car of lumber, and picking up empties. It was now likely getting set to follow the westbound extra out as soon as the block cleared.

The engine was coming up out of the feed and fuel yard spur, and that spur joined the westbound main line east of the crossover. If the engineer decided to use the main stem to swing around to the head end of his train, which he had a right to do without considering eastbound traffic on that side, he would surely en-

counter the stock train on the same iron as himself.

Eddie swung his lantern in a broad washout to notify the extra's engineer that he'd have to stop on the board, and walked back to the station.

Extra East was grunting and squealing to a stop outside when he called the dispatcher and sent:

"Extra 665 West is switching in this yard. There is nothing that I know about to indicate that an eastbound train will use the westbound track through this station. He's liable to break out and use it himself any minute, for all I know. I've stopped Extra 672 here at the station. Now, let's start all over again. Bust this crossover order, because I'm not going to deliver it. Then give me what you want."

Curt blasted: "I'll get your head for this. That westbound had no right to use the main line in switching without a flag. You've laid out a stock train and we can't overlook that."

"Okay, Mister," Eddie snapped back. "The situation here is like I said. Whatever you want to do about it is up to you. But I won't deliver this order you've given me."

"Not if I insist on it?"

"Not if anybody says so. Extra 689 West wasn't by me when it was completed, and I knew she was coming."

Curt paused then. It was one of his few thoughtful intervals. "I'll bust it," he clattered at last. "But it means your job. I'll not cut Extra East over now. Let him go when the block is clear."

Eddie copied the annulling order. Then Curt called on the message wire: "I've been thinking about that mixup," he sent moderately, "and I can cover up that delay to the Extra East for you. So don't say anything about it. Keep it quiet."

"You don't need to cover anything for me," Eddie retorted. "You know damn well that freight had a right to use the westbound main line for switching within the yard limits without protecting against eastbound trains. You can make a case of it if you want to, but I'm saying nothing unless I'm called upon to explain what happened."

SUCH TRANSACTIONS are seldom covered up. This one came to light in the dispatcher's office, and Eddie was ordered to make a written report, which he did. Then he was told to report in person to the chief dispatcher, and he went.

He faced the lean, gray chief across his big table, and withstood the chief's cold scrutiny. A tough old bird. Hell would pop.

"Sand," he said, "apparently you can think fast and decisively when it's required, and I know a good operator when I hear him work. I'm setting you up as an operator in this office. And if it would influence your mind any when you think of the boomer trail again, I'll say there's a way up on this division for you."

Eddie blinked and said, "Thanks."

Four hooded lights glowed in the

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dispatcher's office, flaring yellow cones in the long, dark room. Sounders clucked and relays muttered in their little glass compartment on the telegraph tables.

The night chief sat in an orange wedge at the big table facing the length of the room, computing the tonnage in the yard and checking his motive power. He spoke on the telephone to the yard office and then to the roundhouse and made further estimates.

Curt Halman sat at the first telegraph table, the dispatcher's desk, and conned the train sheet and the train-order book, his plump hand busy at the key or making swift records with his pen.

An operator, further along in the same row, copied consists from a distant yard office.

On the other side of the room, Eddie took messages from the general offices. He lounged in his chair before the typewriter, the sounder box at the ear, his accurate fingers rippling over the keys in short bursts, pausing while he caught a sentence from the pulsing sounder, then transcribing it. Message dripped from his machine.

Copying occupied only a portion of his mind. Another part was quietly aware of what went on in the room about him. In still another section, thoughts drifted in random speculation about the muddled windings and the blind instincts that wouldn't allow you to do the reasonable thing, even when you wanted to.

Janet, too, was on his mind. He remembered how she had kissed him good-bye when he left Auburn and said she'd miss him.

The moon can soften a man. Walking home with her in the silver moonlight under whispering trees that evening, he had felt serenity, and for one sharp moment he had considered saying he wouldn't go without her. The quick, warm kiss had brought the words to his tongue.

But his itinerant habits stirred in slight rebellion and he hadn't quite uttered them.

"Good-bye, old drifter," she said in a soft rich voice. "Maybe we will meet again. You go back sometimes, don't you?"

Her bright red head glowing in the moonlight got between his eyes and his sprinting fingers. The meaning of the messages he copied didn't penetrate his consciousness. They were merely sounds he recorded on the keys of the machine.

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An unruly element was in ferment, but he couldn't gage if it were the remembrance of the girl's misty figure in the moonlight or the wilful and wayward urge to be on the careless road again.

But a premonition was beginning to fret at him, which he couldn't endure, so he cast out all speculations and let his thoughts drift.

He was increasingly aware that Curt was fighting his division that night, tearing into the job of keeping the trains rolling in rash impatience. Curt couldn't hold his temper or his sound judgment. He denounced the operators and sent angry notes to the crews. He stormed at everything that went wrong.

The DS was being pressed by the number of trains demanding to be got over the road without delay, and the pressure had disorganized him. No longer did he have his division firmly under his hand. Traffic was bunching in spots. Delays threatened—delays that a cool and adroit dispatcher would have avoided and that Curt would have to explain, if they occurred.

Eddie caught the vicious snap of Curt's sounder snarling at some night op who couldn't keep up with him. The night chief got up and went out. It was time for his sandwich and glass of beer.

EDDIE'S random thoughts were disturbed. He felt that Curt was plunging into trouble. Intuition warned him that disaster impended. He glanced across the room. Curt's face was stiff with fright. His eyes had the blank stare of tragedy. His plump hand clung desperately to the key.

The boomer checked the operator who was sending to him. He made a "19," which meant he was called away for train orders. Then he got up and crossed the room to the dispatcher's table.

Curt came slowly out of his frozen stillness. He began calling Auburn, jerking out the call letters and flinging them into the dark over the roaring division.

"19, AU, AU, AU—19, DS." His fingers clawed out the signals in desperate hurry.

Eddie glanced at the train-order book. He studied the last entry, timed twelve minutes before. He made a quick survey of the train sheet. Gradually he got the picture of Curt's blunder.

Again the maneuver of moving a train over against the flow of traffic had him in trouble. That last order had cut an eastbound stock train, Extra 682, to the westbound track from Tucker to Oswego. And this time he had overlooked a light engine, westbound, that had left Oswego eighteen minutes before he issued the crossover order.

Two OS's had just been recorded on the train sheet. The ink was still

wet and unblotted. Extra 682 East was just now reported by Tucker, and light engine 929 West by Oswego thirty minutes ago. And they were heading toward each other, both on the westbound track!

The delayed OS from Oswego was puzzling at first, and then Eddie made a shrewd guess as to why it had taken the operator half an hour to make that report. Curt had been keeping his wire hot all evening, and the brass pounder at Oswego hadn't dared to break in on him to give the OS at the time the engine passed his station. Curt would have scorched him if he had.

Then the brass pounder had gone on to other duties, and when Curt called him to take the "31" which should have protected Extra 682 to Oswego, the dispatcher's furious impatience had made the night man forget to report the light engine then. And the delayed OS had likely caused Curt to miss the presence of that engine on his train sheet.

The dispatcher had not taken time to make sure he had Extra 682 fixed on every opposing train before he cut it over!

At Oswego, the brass pounder had just come to life and OS'd the helper engine, or else Curt had only now caught up with it and asked. It was another chance combination of events that creep into train operation and bring abrupt disaster.

But Eddie couldn't see that this was fatal. There was still time to stop both the stock extra and the light engine at Auburn. The operator there wouldn't be far from his sounder. Curt was in another jam, of course, and would likely be fired this time—which seemed the only way to teach him proper caution. Even so, Eddie couldn't see a smash.

Yet Curt Halman, in the chair at the dispatcher's table, his elbows on the long train sheet, ruled and lettered and inked, was coming apart. He jerked out the call with erratic convulsions of the wrist.

AND THEN Eddie learned that things were not normal at Auburn. The night operator didn't answer the wild call as promptly as was required when traffic was jammed and Halman dispatching. There was some breakdown, a hitch that had developed into a dangerous condition. The vital seconds stole away while Curt flung his urgent call at the red station far out there on the rolling prairie under the stars.

"19, AU, AU, AU—19, DS."

The circuit broke at last. Curt held his key down and stared at the sounder.

"I, I, AU," it limped, and then an irresolute pause as that operator continued to hold the key open.

The reply hadn't burst from the instrument with the abrupt snap of a trained man. It fluttered in, dubious and frightened. Eddie's practiced ear couldn't mistake the light, hesitant touch, and the recognition made him wince. It was Janet Madden who had answered Curt's call!

Eddie couldn't guess why. But he knew by those few murmured signals that she was confused, and he had a grim feeling that she wasn't able to take a train order from Curt that night. He suppressed that feeling sharply at once, for if she were the only one on the job at Auburn, she would have to function or there would be a cornfield meet—a head-on collision!

"I, I, AU," the sounder said again, and then the circuit closed timidly.

"Thirty-one, copy six," Curt rattled. "Order No.—"

Didn't the fool know that Janet couldn't take it like that? It was fast and clattering and hard for anyone to read. The girl broke at once.

A long pause seemed to extend through the night and into a distant field of silence from which it could never struggle back. Then the sounder made a single, infirm question mark. Janet hadn't understood.

The dispatcher almost strangled. The minutes were walking away, eating into the distance that separated the stock train from the long engine. Curt cursed and tried again. But his hand had no cunning, his nerves were screaming, and the signals he made exploded. He broke himself and repeated.

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"31 copy 6, Order No. 51, C&E Ex 682 E & Lt Eng 929 W," and then the portentous period and pause before he sent the body of the order.

Janet broke again and held her key open while she tried to grasp the clattering symbols. But the harsh clucks were unfamiliar. She made another question mark, dragging out the character as if her hand had little control of the key. And in that dash - two - dots - dash - dot, Eddie caught her growing panic.

Telegrapher's terror had seized the girl out there under the shaded lamps in the big red station. The chill fright of thundering trains and the cold snip of the telegraph instrument had shaken her confidence.

Curt became conscious of Eddie standing over him.

His lips moved. "She can't get me She's scared." He stared at the boomer. "She did all right at first. Then she had trouble copying an order I put out there, and I didn't give her any more. She just OS'd the trains as they went by. If I'd had an operator there, I'd have cut that stock train over at Auburn."

"Why is Janet on duty there?" Eddie asked steadily.

The dispatcher licked his lips. "Madden is sick in bed, and the night man has worked two days and two nights. The chief let him off this evening till midnight for rest. We're short of help. Can't relieve Madden."

CURT tried the key again. Letters and numerals bounced from the instrument like erratic live insects. His skill was gone.

Once more Janet broke the circuit. The silence of the lifeless sounder made you want to curse it.

Eddie was aware of each minute sliding away, swiftly closing the gap between those two plunging trains. "Why wasn't Eldon put on instead of Janet?" he asked softly.

"That dumb kid?" Curt sneered. "He'll never be able to telegraph. I wouldn't work with him. I made them put Janet on. She is a pretty good operator, but she got scared when I sent her that other order."

By now the light engine was only a few minutes from Auburn, and with a clear board it wouldn't hesitate at the station. It would slam right through and on into the rolling country of cuts and curves. And the hoghead of the stock train would be winding her up, blasting to get around some slower train ahead.

Janet was beyond any control Curt could exert. Eddie believed that he himself could get her to put out both boards and hold all trains till they got an operator in that station to start them rolling again. But his hands were tied by the rigid code. A brass pounder does not interfere with a dispatcher on duty any more than a nurse interferes with a surgeon performing an operation. If the night chief were present he could take charge, order anything he liked, but until his return nobody was allowed to intervene.

The lean, implacable minutes dripped from the clock, wiping out the safety of distance.

"Maybe I could get Janet to snap out of it," Eddie ventured.

Curt Halman's conceit wouldn't brook that. "No," he fairly shouted. "You got me in trouble once and I'm not having any more of you. I'll handle this myself."

Meanwhile, at Auburn, Janet made another incoherent question mark and slowly closed her key.

Curt cut his speed in half and made his plump hand strike out the letters like wide-spaced notes. Slowly he headed up the order. Janet didn't break down. He picked up speed and regained some of his control as the girl let him go on interrupted. He shot an exultant glance at Eddie.

"I knew she'd do it," he whispered.

At the end of the brief line he closed the key and waited for her to repeat it. The sounder clicked like the unlatching of a door. Then the wire was silent.

Eddie could feel the hair stiffen on the back of his neck. The light engine would be within sight of Auburn now. You could count the seconds till it rambled by the station.

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He couldn't look at the names of the crew on the train sheet. He didn't want to know till he had to. There was nothing to do but wait for the deadly climax, stand by for the final ominous signal.

It came presently, sliding in from the far darkness in the flutter of the little brass tongue. The sounder said *calump, calump*—and made another question mark!

Eddie flinched. Curt's raisin eyes bulged and sweat popped out again on his round face. His plump hand hung like a wet rag to the key. He began to choke.

"There you are!" Eddie said bitterly.

He felt a little sick. Iron discipline had held him back from taking over from the incompetent dispatcher, but he felt that he should have acted in spite of it.

As both men glared at the instrument it abruptly started to bang out letters in a slow, heavy voice:

"Janet's fainted. What's the matter?"

CURT gurgled and Eddie jumped. That heavy, tramping sound was familiar. Only one big hand could make a sound like that. Eddie had tried often enough to teach it cunning on the key, but at this moment he didn't think he'd ever before heard sweeter music.

Eldon Gilroy was on the wire. Eddie stretched a half-inch grin. Sure, that big ox would be about the station some place if Janet were there.

Curt strangled again and reached for the key. The boomer's steel voice stopped the plump hand.

"Get up, Curt!"

The gods of high iron were giving Eddie a quick chance to redeem a fumbled opportunity. Curt stared blindly.

"Don't touch that key!" Eddie snapped.

A bright needle of fear shot through him. If Curt began on Eldon, the kid would break down at once. He would sense the terrible urgency and he hadn't yet been trained to steadiness in a crisis. He wouldn't get himself organized in time to stop the lone engine.

The seconds were adding up fast. There weren't many left. Eddie was prepared to drag Curt from his chair and break him apart, but he hadn't time for that.

"Get up!" he repeated.

Curt's unfolding knees pushed back his chair as he stepped aside. Eddie slid into the seat and reached for the key.

The long, dark dispatcher's office and all that was in it faded from his consciousness then. He was back in the Auburn station, with Eldon beside him at the telegraph table, going through their evening's practice. He caught every expression of the kid's long homely face and the big ears cocked at the sounder. He felt the vibrations of that ramshackle frame as the great hand worked the key.

You couldn't let hurry or panic get into your send. Take it easy. You might use up the last second, but you had to act unconcerned.

"Hi, Eldon! This is Eddie. Have you got both boards out?"

Eldon answered, "No."

"Put them both out. Say when."

The sounder clicked and fell silent. Maybe Eldon was shaken by telegrapher's fright. The next click from the sounder might be that terrible question mark. Or the farm boy might have got out of his chair and was walking to the end of the long table fitted exactly into the protruding window. He'd unnotch a semaphore lever and let it fall forward. Then he would slip the other free and let it go.

Eddie could hear the rasp and thump as they fell, and the tramp of the kid's big feet as he returned to the chair. And the sounder slammed at him:

"Both out. I just stopped a light engine east. Made him slide 'em. Is that right?"

Eddie had to let go his breath and steady his hand. "That's right," he sent smoothly. "Hold him. Now, 31 copy 6. Do you read me?"

"Sure," Eldon tramped out. "Easy."

The kid had copied a hundred

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Along the Iron Pike by Joe Easley

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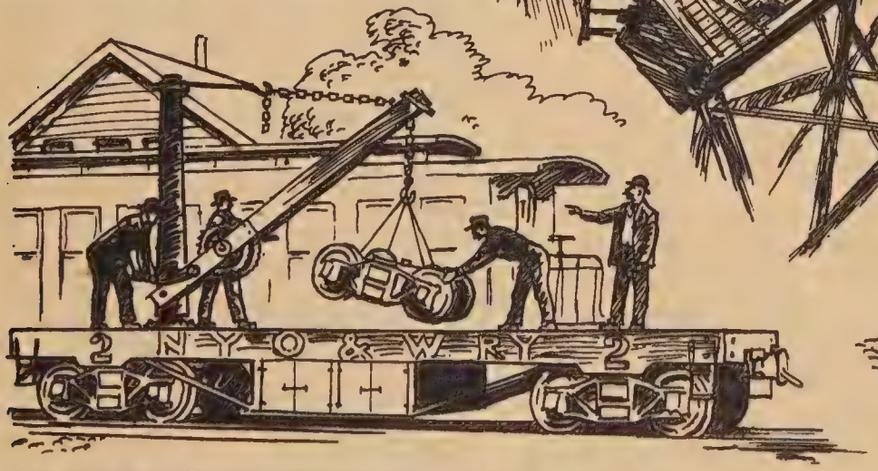

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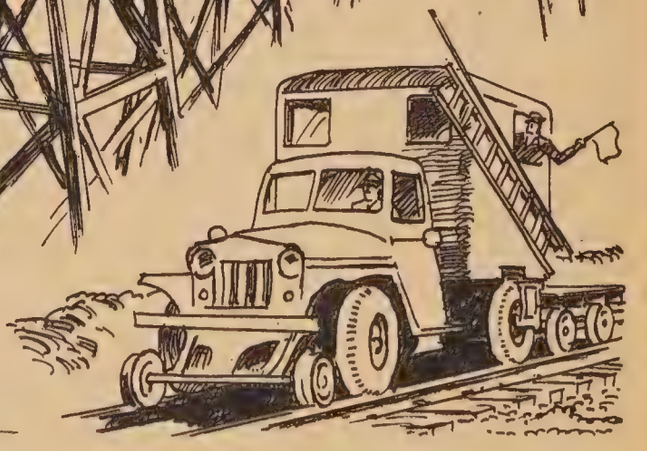

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train orders from Eddie in practice.

"Order No. 51. To C&E Ex 682 East & Lt Eng 929 West. Extra 682 East will meet Light Engine 929 West at Auburn. Order No. 50 is annulled."

Eldon pondered what he had written and repeated it accurately to the last period.

Eddie sent: "That's fine! Now be sure to get the signs on the order and repeat them."

"Okay, Eddie!"

The boomer went on: "You've done a swell job and you'll get a letter from the Old Man saying so, and a telegraph job besides. You're good now, kid. Stick out your chin and give 'em hell!"

"I sure will," Eldon came back triumphantly. Then he made some reflective I's and blurted: "Janet trying to cry on my shoulder. What shall I do?"

"You big oaf, let her do it!"

THE NIGHT CHIEF, chewing a toothpick, sauntered in and stood beside Eddie. He glanced at the train sheet and the order book.

"What's been going on here, Eddie?" the chief demanded.

The boomer stood up. "There she is." He spread his hand in benediction over the train sheet. "There she is, all safe, with all the wheels on the iron and rolling."

Eddie knew that on the boomer trail he often encountered such incidents. They lift you out of dull routine and make your blood pound.

Pictures drifted behind his half-closed lids. The flicker of red, green, and white yard lights. Tramp of engines on the hill. Ocean smells and the tang of high altitudes.

Wanderlust took you places down the careless road. There couldn't be firm alliances or many obligations when your feet must always wander. Maybe further on down that highway someone would check the wayward urge and anchor you to a fireside. But until then, you had to move on. You were made that way.

Swift chatter of the telegraph instruments and the surge and thunder of traffic on the high iron. Eddie was beginning another migration. ●

Steve Maguire's
TRANSIT TOPICS

275 YEARS ago, William Penn came over from England and laid out his "City of Brotherly Love," including Market Street. Ever since then, Market Street has been Philadelphia's main east-west thoroughfare and it has played a key role in transportation history.

Steve Maguire

In 1858, wrought-iron rails were laid on the old cobble-stoned street so that horse-cars could plod to and from the ferry house at its foot, from which point slow-moving boats crossed the broad Delaware River to Camden, N. J. Then came trolley cars, and still later a subway-elevated system. Some Market Street trolleys began ducking underground for part of the way, feeding onto subway tracks from the west, the southwest, and the northwest.

In addition to subway-el stations, six famous railroad depots sprang up along Market Street, these being the Pennsy's Broad, 32nd, and 30th Street stations, the Reading Terminal, the 69th Street Terminal of the subway-el and of the Philadelphia & Western interurban line, and the Baltimore & Ohio building that is not quite on Market Street but is plainly visible from it. The first two stations have since been razed, and a modern bridge replaces the ancient ferry.

During all these changes, over a span of 99 years, the main thoroughfare continued to have streetcar service. But in the morning of December 29, 1957, the granite statue of William Penn atop City Hall, high above Market Street, looked down on trolley cars for the last time.

Railfan groups vied for the honor of being the final one to sponsor a trolley trip on Market Street. Earlier that day, regular service ceased on routes 17 and 32. The latter was merged with 2 and 21 into one bus route, while 17 was bussed with a Moyamensing Avenue extension.

(A souvenir of this occasion is avail-

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Final day for streetcars on Philadelphia's main thoroughfare. (Left) No. 8039 turning at foot of Market Street. (Right) No. 8348, last trolley on famed old street.

Stephen D. Maguire Collection

Peter Witt devised pay-as-leave type car. (Below) No. 8030 on Market Street, with City Hall in the background and John Wanamaker's, once the world's biggest department store, at the left.

Stephen D. Maguire, 1411 River Rd., Belmar, N. J.

able from Garden State Transportation Museum, Box 85, Runnemede, N. J. It includes a ticket and pictures of the city's No. 1 horsecar and the last Route 32 trolley. Price one dollar.)

December 29th also ended the operation of Peter Witt trolleys in U.S.A., for that type previously had been relegated to final duty on Philadelphia's Market Street. The only such cars still operating anywhere, so far as we know, are a few in Toronto, Canada, used in rush hours only, and 50 on two routes in Mexico City.

These cars were named for the one-time Cleveland street railway commissioner who devised the scheme of pay-as-you-leave fare collections. The scheme was used effectively for many years on cars built to his design.

The largest trolley order on record was made in 1925 by the old Philadelphia Rapid Transit Co. (now PTC) for 385 of those cars plus 191 others. Eventually 535 PW cars were running in the city. Fan groups hope to save one or two of them as museum pieces.

William Penn's town is still being served by 560 trolleys, all PCC's, on 13 routes.

Route 6, serving Willow Grove, gave way to buses this spring, not last October as our April issue stated.

MOST UNUSUAL was the recent collision of a trolley car with a steam-and-sailboat that occurred in Tokyo, Japan. The boat had broken loose from its moorings and had run into a steel bridge, with her sail jutting across the rails. An oncoming trolley rammed into the craft, damaging its own front end and cutting the overhead wires. Our news comes from William Biesecker and the Rev. William Viekman, the latter being a New Jersey missionary now in Tokyo.

Railroad has occasionally reported collisions between steam-powered trains and beached sailing vessels, and between trains and grounded or low-flying planes, but this is the only trolley smash of its kind we know of.

DURING the next 20 years the public cost of supplying the pyramiding demands of metropolitan transportation will be second only to the cost of national defense, according to Kenneth Hoover, an engineering consultant.

"Billions of dollars are needed," he warns, "for even the minimum facilities necessary to avoid traffic strangulation."

Mr. Hoover cites the rapidly rising birth rate as the real cause of traffic jams. "The population of metropolitan areas," he says, "is growing four times faster than that in the rest of the nation . . .

"If all customers were to travel to downtown stores and offices by automobile, it would take three square feet of parking area for each square foot of floor space . . .

"One line of modern rail rapid transit can speedily move as many seated passengers as 20 freeway automobile lanes."

He spoke at a New York showing of the new General Electric movie,

Millions on the Move, which takes a look at our past, present, and future transit situation. This film may be borrowed by adult groups from GE apparatus sales offices or GE headquarters, Schenectady, N. Y.

WORK is under way on a two-mile southwestern extension of Cleveland's rapid-transit system, reports Max Wilcox, 429 West Ave., Elyria, Ohio, and 20 new M-U cars are on order from St. Louis Car Co. When the extension is completed around the end of this year, it will tap an area with 75,000 to 90,000 population.

Last year, according to J. William Vigrass of Cleveland, the city's rapid-transit lines carried *one million* more riders than it did in 1956.

The last ex-Cleveland Railways cars running on the Shaker Heights Rapid Transit Line will be scrapped upon arrival of the 14 PCC cars recently bought second-hand from St. Louis Public Service Co. These cars, built in 1946, will be converted to multiple-unit operation and run as seven semi-permanently-coupled pairs. The former Twin Cities Lines PCC's will be similarly coupled, giving the SHRT a low-cost method of operating trains in the rush hours, without using single cars with two-man crews.

The 14 PCC's cost $6500 each, and the installation of couplers and M-U controls adds $6,000 to the price.

CHICAGO TRANSIT AUTHORITY will test two air-conditioned subway-el cars in service this summer, but is getting rid of the last 129 streetcars left in Chicago by converting 100 of them into subway-el equipment and keeping the other 29 for use as spare parts.

CONTRADICTING Bill Warden (April issue), Al Hirsch, BERA director, insists car No. 1001 *was* the first standard PCC ever built. How about it, Bill?

WITH no prior notice, Portland (Ore.) Traction Co. cut off service on Oregon City-Bellerose-Portland interurbans, reports Ken Dulo, Nampa, Ida., leaving Portland without trolley cars.

STRIKE NEWS doesn't often crop up in these pages, but we were tempted to discuss the prolonged Pittsburgh Railways tie-up last year and the brief but costly motormen's walkout that hit

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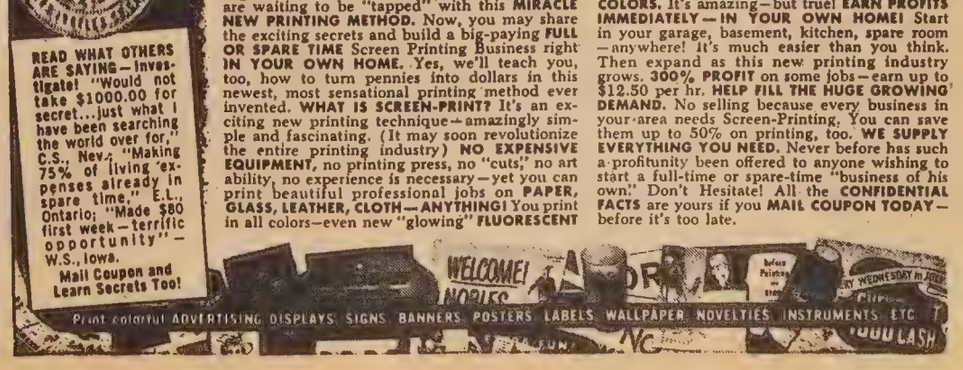

New subway lines overseas. (*Left*) Stockholm, Sweden: typical station, carved out of gneiss and granite, on a new route that cuts 25 minutes off travel time. (*Right*) Nagoya station in Japan's third subway, opened last Nov. 15 at Nagoya City. (The nation's first underground line is in Tokyo, second in Osaka.) Cars built by Nippon Syaro Co.; gage 4 feet, 8½ inches.
Sinichi Miyazaki, 1299 Phno Inaba-Cho, Inaba-Gun, Gify-Ken, Japan

New York's subway-el system in the 1957 Christmas shopping season.

Your *Transit Topics* editor's father, who lives in Los Angeles, is wondering (as are many of us) about the aftermath of the 53-day strike of operators on Metropolitan Coach Lines and its affiliates, L.A.'s longest transportation strike. Among other things, that strike tied up ex-Pacific Electric rail lines. It ended in a new two-year contract with pay rises which the BRT members accepted by a close vote, 511 to 490. Metropolitan Transit Authority picks up the tab for MCL operators, but what happens to the rail lines? Does any reader know?

THANKS to Swedish methods of tunneling, the Stockholm Passenger Transport Co. has linked the southern and western parts of its modern subway system with a new route directly under Stockholm's business district. This link cuts travel time between those points by 25 minutes. Before it was opened, passengers had to make trolley or bus connections to cross the city. The tunneling was done with Atlas Copco lightweight, pusher-fed rock drills mounted on mobile drilling platforms, and Atlas Copco air compressors.

AGAIN the bus-minded operators of Philadelphia Suburban Transportation Co. are showing their hand. Not long ago, you remember, PST publicized a fantastic plan to build a monorail line on their Sharon Hill-Media right-of-way if they could first get permission to give up their very useful railway service and sink to buses. Well, the company has just taken a new step toward "stink buggies." They now seek to end all rail service on the Westgate Hills portion of their system, which is currently operated in rush hours only.

Evidently PST is guided by the old slogan, "Divide and conquer." This latest move seems to be part of an overall plan to break up their fine rail system piecemeal, handling each little abandonment separately, rather than face the united opposition of all the passengers who prefer fast electric railway cars to buses.

If this scheme should succeed, highway vehicles would eventually reign supreme in PST territory and the imaginary monorail line would probably be built on "the 12th of Never." PST's operators have decided that they can make more money out of buses than out of railway cars, for reasons best known to themselves, but we hope railfans won't let them get away with it.

SHALL this department limit its coverage to North America and eliminate news of foreign lines, as one reader suggested in our February issue? The answer, an emphatic "No," is summed up in a rapidly growing pile of letters and cards. Lack of space prevents us from quoting more than one of them.

"In a world which has shrunk so much in recent decades that few places have survived the blight of familiarity," writes Al Franck, Richmond Hill, N. Y., "distant operations exude the exciting fragrance of novelty. I feel sorry for the mental narrowness of those who desire no more than to concentrate on a particular mile of some long-vanished jerkwater line in, say, the Indian Territory."

AUSTRALIA still has seven tramway cities—Adelaide, Ballarat, Bendigo, Brisbane, Hobart, Melbourne, and Sydney—with eight companies operating trolleys in them (Melbourne has two, Victorian Rys. and M&MT Board), reports Geoffrey E. Murphy, 37 Cambridge St., Penshurst, New South Wales, Australia.

Just recently, Melbourne's all-night streetcar service on the Victorian Rys. gave way to buses, and its two Birney cars were donated to a children's home,

Next Issue — August (out June 3)

FLORENCE & CRIPPLE CREEK—another chapter from the forthcoming narrow-gauge book by Lucius Beebe and Charles Clegg, illustrated

THE ATLANTIC STORY—H. L. Kelso tells about the high-stepping 4-4-2's, with plenty of pictures

SUNSET LIMITED—History of a famous train, with photos and a front cover painting in color by Elizabeth Tone

ROSTER—Southern Pacific locos today, some steam, mostly diesel
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Ted Malott, 2623 Hampden Court, Chicago, Ill.

Now that Chicago has no more streetcars operating, this shot of a baseball crowd boarding a trolley at 35th and Wentworth Ave. has become a real collector's item.

we learn from Hugh Ballment, Harris Park, N.S.W. Australia's only Birney cars left in public service work at Bendigo and Ballarat.

BY ACQUIRING 30 Kansas City Public Service PCC cars second-hand at $4,000 each, instead of buying new ones, Toronto Transportation Commission saved the taxpayers a tidy sum, exults John F. Bromley, 32 North Drive, Toronto, Canada. This equipment, built by St. Louis Car Co. in 1947, has been renumbered 4750-4779. TTC now has 744 PCC's. It is scrapping all of its large Peter Witt cars except about 20 retained for tripper service.

DID you know that Gary, Ind., once had a law making it a misdemeanor to board a trolley car within four hours after eating garlic? Who knows of any other odd law, past or present, involving trolleys?

NEW PUBLICATIONS include *Great British Tramway Networks,* 223 pages, with hard-backed cloth binding, published by Light Railway Transport League, 245 Cricklewood Broadway, London S.E. 2, England. This is the all-time story of British and Irish streetcar lines, with 100 photos and 18 maps, and is the only completed record of the subject ever published. North American readers may buy it from the Electric Railroaders' Association, 145 Greenwich St., New York 6, N. Y., for $4.50.

A recommended reference book is *Railway Car Builders of the U.S. and Canada,* by E. Harper Charlton, published by Ira Swett, 1414 S. Westmoreland Ave., Los Angeles 9, Calif., at $3 a copy. This 94-page volume lists every known North American builder of streetcars (including many who built railroad equipment also), with a brief account of each. Some of the many illustrations are rare photos.

Earl Clark, 2108 Howell St., Covington, Ky., has just compiled a remarkable 20-page mimeographed list of the world's electric railway lines, which is fairly complete and reasonably accurate. We had often wondered if such a list could ever be made up. Mr. Clark mentions most lines by name, location, and general size, but in "iron-curtain" countries he lists only the cities with trolley systems. Price, $1.

Fans interested in the Connecticut Co. can find an 8-page illustrated history of it in the Nov. '57 issue of *Transportation,* entitled *The Street Railways of Connecticut,* available at 25 cents from Roger Borrup, Warehouse Point, Conn.

Less than one year after publication of his *Les Tramways Francaises,* a 250-page all-time story of French trolley lines, including 500 photos, author Jean Arrivetz tells us that five more French tram routes have given way to buses. Gone are lines at Versailles, Cotes du Nord, Lyon-Neuville, Toulouse, and Mulhouse. However, Mont Blanc Tramway has just received new electric cars.

His book sells at 5000 francs, payable in international money orders from any post office. Address Editions Omni-Presse, 47 Rue Marietton, Lyon, France. ●

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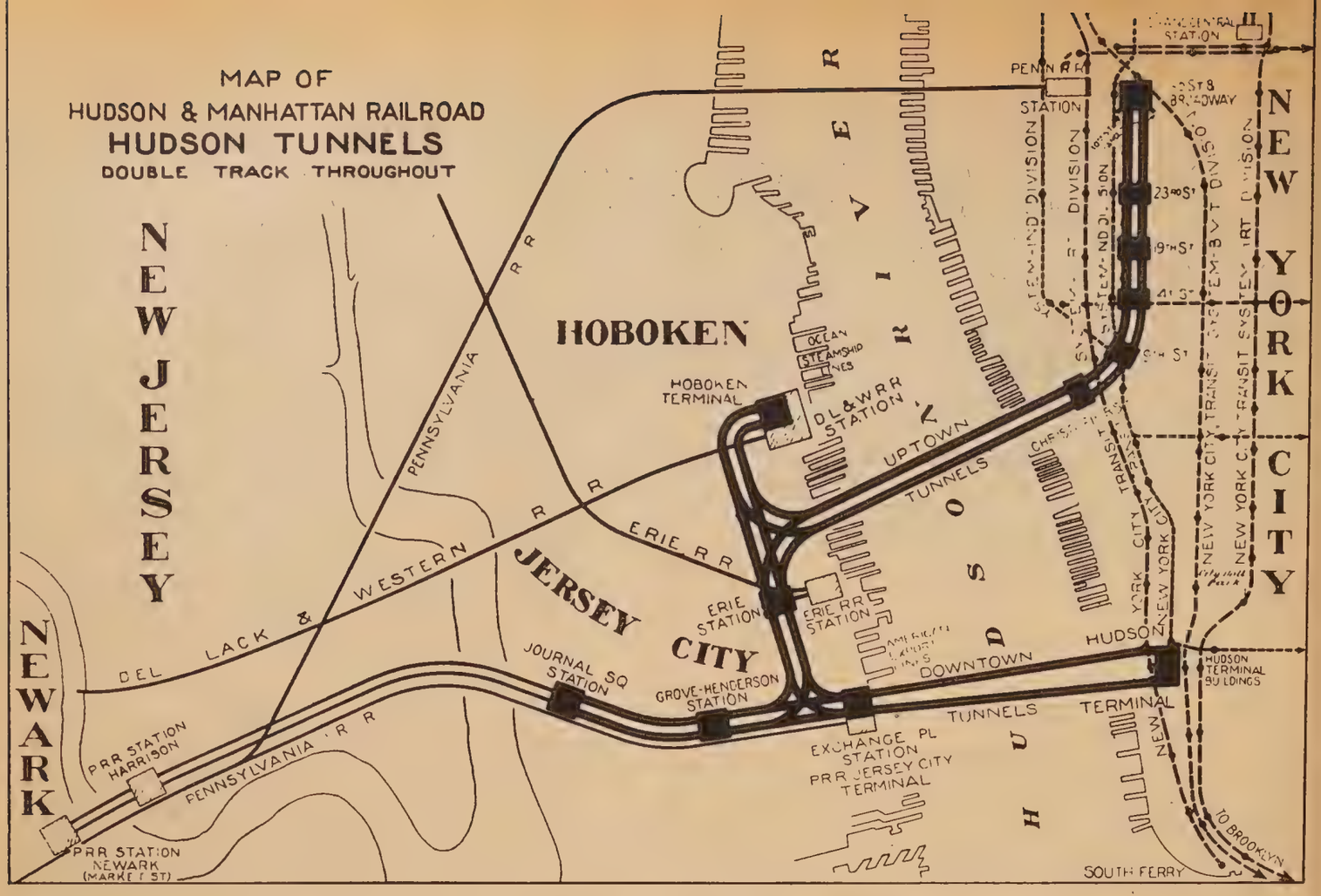
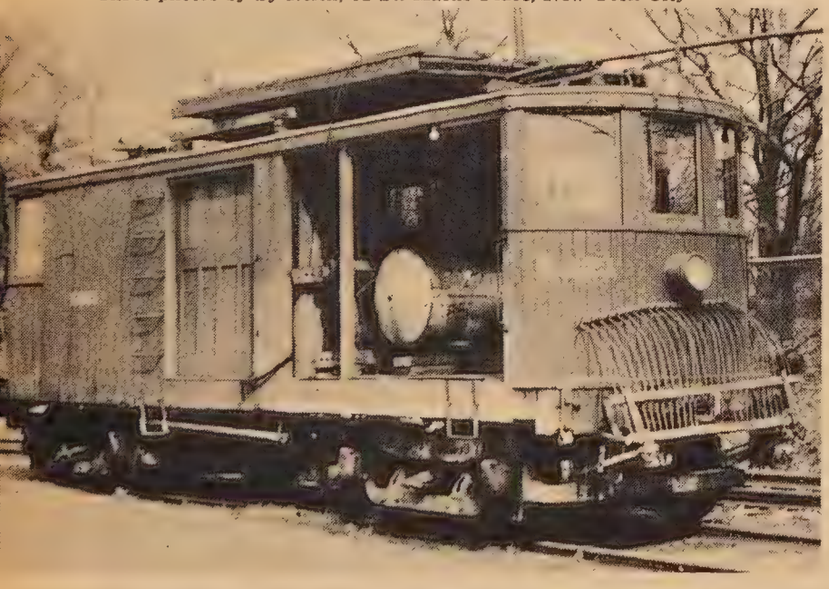


Three photos by Sy Reich, 92 St. Marks Place, New York City



Double-ended PSCT line car in Newark on ERA fantrip.

Typical Hudson & Manhattan car used in local service.

A two-car unit of DL&W, Dover bound, charges through the New Jersey meadows in the vicinity of Koppers Coke Co.

Lackawanna MU trailer in Hoboken yards. Note headlight only on one end of car.
Sy Reich

NORTH JERSEY ELECTRIC LINES

Roster compiled by Sy Reich

DELAWARE, LACKAWANNA & WESTERN

Road. Nos.	Class	Length	Width	Height	Weight	Seats	Bldr.	Date	Notes
2200-2249	trl. coach	58'-10"	9'-0"	13'-0"	106,200	82	Pull.	1925	1
2300-2339	trl. coach	59'-11"	9'-0"	14'-4"	109,500	78	Pull.	1917	1
2340-2367	trl. coach	59'-11"	9'-0"	14'-6"	109,100	78	Pull.	1920	1
2400-2404	t. combine	59'-11"	9'-0"	14'-4"	111,900	58	Pull.	1921	1
2405-2414	t. combine	58'-10"	9'-0"	13'-0"	109,300	58	BS	1925	1
2440-2442	t.p.-RPO	59'-11"	9'-0"	14'-4"	113,200	52	Pull.	1917	1
2451-2455	trl. club	64'-11"	8'-10"	14'-4"	119,000	45	(2)	(2)	1,3
2500-2640	mot. coach	58'-10"	9'-2"	13'-0"	148,200	84	Pull.	1930	

HUDSON & MANHATTAN RAILROAD

200-249	A	48'-0"	8'-10⅜"	12'-0"	74,550	44	PrS	1907	
250-339	B	48'-2"	8'-10¼"	11'-8⅜"	69,620	44	PrS	1909	4
340-389	C	48'-2"	8'-10¼"	11'-8⅜"	69,620	44	ACF	1910	4
400-425	E	51'-0"	8'-10½"	11'-8⅜"	74,000	44	ACF	1921	4
426-450	F	51'-0"	8'-10½"	11'-8⅜"	74,000	44	ACF	1922	4
451-475	G	51'-0"	8'-10½"	11'-8⅜"	74,000	44	ACF	1923	4
501-520	J	51'-0"	8'-10½"	11'-8⅜"	79,200	44	ACF	1928	4
700's	D	48'-0"	8'-10½"	11'-8½"	73,000	44	PrS	1911	
800's	H	48'-0"	8'-10½"	11'-8½"	79,400	44	ACF	1927	
1200-1205	(9)	51'-0"	8'-10½"	11'-8⅜"	84,900	46	StL	1958	5,6,7
1206-1229	(9)	51'-0"	8'-10½"	11'-8⅜"	A: 81,100 B: 81,600	46	StL	195	5,6,8
1230-1233	(9)	51'-0"	8'-10½"	11'-8⅜"	84,900	46	StL	1958	5,7
1234-1249	(9)	51'-0"	8'-10½"	11'-8⅜"	A: 81,100 B: 81,600	46	StL	1958	5,8
1901-1960	MP-38	48'-0"	8'-10½"	11'-8½"	73,000	44	PrS	1911	6
1961-1972	MP-38a	48'-0"	8'-10½"	11'-8½"	79,400	44	ACF	1927	6

PUBLIC SERVICE COORDINATED TRANSPORT

Road. Nos.	Type	Builder	Date	History
1-20	All electric PCC	St. Louis	1946	Twin City Lines 320-339
21-25	All electric PCC	St. Louis	1947	Twin City Lines 360-364
26-30	All electric PCC	St. Louis	1949	Twin City Lines 415-419
5173,5178	Single Truck Sweeper	Brill		
5221	Double Truck Line Car	Russell	1912	Trenton Terminal RR, P.S. Fast Line
5223	Double Truck Flat Car	Cincinnati	1918	PS 2683, rebuilt 1953
5245	Single Truck Snow Plow	Brill		

ELECTRIC ROSTER NOTES

ROSTERS compiled from data supplied by DL&W Gen. Supt. Motive Power and Equipment, H&M Supt. of Car Eqpt., and Herbert C. Frank, Jr., and are accurate as of March, 1958.

Abbreviations: trl. or t., trailer; t.p.-RPO, trailer passenger-Railway Post Office; mot., motor; Pull., Pullman; BS, Bethlehem Steel; PrS, Pressed Steel; ACF, American Car & Foundry.

DL&W: All cars are non-MUDC, semi-permanently coupled in pairs of one motor and one trailer. Motors and trailers have controls, headlights, markers, etc., one one end only. Length is inside length, width is inside width, and height is height over roof. Trailers have ATUE and motors AMUE brake equipment.

(1)—Electrified in 1930.

(2)—2451, 2453, and 2454 built by Barney & Smith in 1912, 2455 built by Pullmann in 1917.

(3)—2450 and 2452 retired April, 1955.

Cars are painted dark green (olive drab) with yellow lettering and black underbody. Power is collected from 3000 volt DC catenary by pantographs.

H&M: All cars except 1200's are single-unit motor cars with AMLE brake equipment. Each stands 81 passengers. Length is length over anti-climbers, width is width over platforms, height is height over roof, weight in pounds and estimated maximum on 1200's.

Classes A, B, C, E, and F have two GE-76 motors per car; total HP 320 per car. G and J have two GE 259 motors per car; total 240 hp per car. D, H, MP-38, and MP-38a have two GE 212 motors per car; total 450 hp. 1200's have four GE 1250A motors per car; total 400 hp per car.

(4)—MUDC installed in 1949.

(5)—Cars delivered with MUDC.

(6)—Cars owned by Pennsylvania Railroad, are on PRR roster, and are used in joint service with H&M between Hudson Terminal, New York, and Pennsylvania Station, Newark.

(7)—Single-unit cars with controls on both ends.

(8)—Two-car units with control on one end of each car only. Cars coupled semi-permanently; one has MG set, other has compressor. Each car of two-car set has different number.

(9)—Class not yet decided at time of publication. All 1200's have SMEE airbrake equipment.

Class A, B, C, E, F, G, and J cars are painted dark brown with red lettering and seal, black underbody, and red main fuse box. Class D, H, MP-38, MP-38a cars are painted tuscon red with gold lettering, black underbody and red fuse box. 1200's, gray with different colored doors and black underbody.

Not all cars of series are necessarily in service; 49 class A, 22 Class B, C, E, F, G, and J; 14 class D and H; 23 class MP-38 and MP-38a cars have been scrapped. Power is 600 volts DC nominal, collected from over running third rail.

PSCT: PCC paint scheme—gray and white, dark blue trim, red wings and wheels, dark blue, red and white insignia, dark blue lettering and black underbody. Work equipment is painted dark green (olive drab), with black underbody and white lettering. Power is 600 volts DC nominal, collected from overhead trolley wire.

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BOOKS of the RAILS

by P. C. GRAVES

ON THE OLD LINES, by Peter Allen, Cleverhume Press, Ltd., 31 Wright's Lane, Kensington, London W. 8, England, 180 pages, 25 shillings.

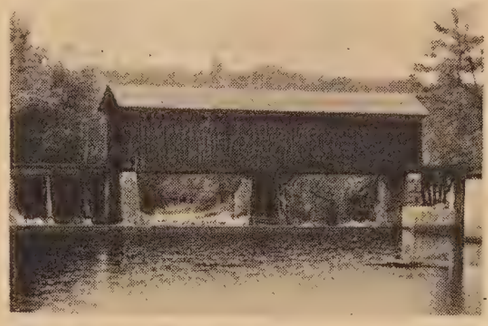
The author, a dedicated steamfan, traveled in thirty-seven countries around the world and compiled this thoroughly enjoyable railway book. His gift for conveying atmosphere with word and camera results in an unusual record of the steam locomotive which still works in many far places, particularly Spain which is rich in precious relics.

On The Old Lines is a compact and extremely personal presentation of subjects which caught his eye or amused him. Diesel locomotives and electric trains do not interest Mr. Allen, although several are included. He believes the iron horse to be the most human and appealing of all machines made by man and predicts that steam will not wholly disappear (outside of North America) for another fifty years.

COVERED BRIDGES OF THE NORTHEAST, by Richard Sanders Allen, The Stephen Green Press, Brattleboro, Vt., 121 pages, $5.95.

A collection of Americana which rings with praise for the men who laid the spans that moved our nation west more than a century ago. The answer as to why the bridges were covered is explained by the author who has been called the "world's No. 1 authority and ace collector of covered bridges." He lives up to his reputation in this fascinating book illustrated with more than 100 pictures.

The chapter entitled "Smoke Under the Eaves" is of particular interest to railfans. Today there are only a dozen covered railroad bridges in the Northeast, on four lines in New Hampshire and Vermont. This section of the book includes pictures of those still standing, as well as some of the old-timers that have long since passed on because of floods or other disasters.



LOCOMOTIVES OF THE JERSEY CENTRAL, by Warren B. Crater and Arthur E. Owen, Jr., Warren B. Crater, 270 W. Colfax Ave., Roselle Park, N. J., 83 pages, $2.50.

This all-time history and roster of Jersey Central motive power is the result of many years of research on the part of the authors, one of whom, Mr. Crater, is an engineer on the CNJ.

The brief but informative narrative includes detailed tabulations which are made available for the first time. Unfortunately, the diesel roster fails to mention builders' models, but in spite of this omission, fans will like it as a reference book.

DAYLIGHT THROUGH THE MOUNTAIN, by Frank Norman Walker and Gladys Chantler Walker, Sir Isaac Pitman & Sons, Ltd., 381 Church St., Toronto, Canada, 442 pages, $6. (Distributed in the U. S. A. through Pitman Publishing Corp., 2 West 15th St., New York 36.)

A collection of letters and newspaper items dealing with the lives of Walter and Francis Shanly, pioneer railroad engineers of the nineteenth century, who played an important part in developing and transforming the transport economy of Canada. They also performed great engineering feats in the States. One of their most important triumphs is the Hoosac Tunnel.

RAILROAD RENAISSANCE IN THE ROCKIES, by Robert G. Athearn. Reprinted from Utah Historical Quarterly. 26 pages. Free.

From derelict to one of the most modern railroads in the country! Such is the story of the Denver & Rio Grande Western. In the fall of 1935, in its 65th year of bankruptcy, deterioration of equipment and roadbeds had won it the soubriquet, "Dangerous and Rapidly Growing Worse."

The rehabilitation of what was "a pile of junk" to one of the most modern railroads in the country is a living recommendation to four men who are responsible for the "Grande Gold" and black diesels that whisk bright new freight trains through mountain passes, and the famous *California Zephyr*.

Actual photo of evergreen English Ivy 6 feet hedge running up on parallel wire strands 12″ apart. Any kind of wire will do. Will grow rapidly anywhere. Plant 6″ to 12″ apart. English Ivy also used to grow on walls, poles, and as ground cover, etc. It runs up on itself and rarely needs trimming. Rooted cuttings—12 for $3.00; 100 for $20.00.

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The words "Clearing Yards" were painted on the engine cab and tender of No. 6, a Chicago Union Transfer Railway switcher that later became BRC No. 18.
Dickson Loco. Works photo, collection of V. L. Smith

Belt Railway of Chicago

All-time Roster compiled by Sy Reich

CHICAGO UNION TRANSFER RAILWAY COMPANY

Road Nos.	Class	TE	Total Wt.	Wt. on Dri.	BP	Cyls.	Dri.	Date	Builder
0-6-0 (Six-Wheel Switcher) Type									
1-2	—	26,197	118,000	118,000	190	19x24	51	1902	Cooke
3-6	—	26,197	118,000	118,000	190	19x24	51	1902	Dickson
2-8-0 (Consolidation) Type									
101-104	—	36,463	185,000	165,000	200	21x26	51	1902	Alco
0-4-4T (Forney) Type									
51-52	—	(1)	(1)	(1)	(1)	9 & 15x26	(1)	1891	Baldwin

BRC STEAM LOCOMOTIVES

4-4-0 (American or Eight-Wheeler) Type									
13-15	—	(1)	84,500	53,500	145	17x24	63	1892	Rhode Isl.
16-17	—	(1)	89,000	57,000	145	17x24	62	1892	Rhode Isl.
18-19	—	(1)	82,000	54,000	145	17x24	62	1892	Baldwin
20	—	(1)	89,000	57,000	150	17x24	63	1887	Rhode Isl.
0-6-0 (Six-Wheel Switcher) Type									
1-12	—	(1)	73,500	73,500	135	17x24	50	1892	Pittsburgh
22-23	—	(1)	89,000	89,000	130	17x24	51	1888	Rhode Isl.
24-27	—	(1)	89,000	89,000	140	18x24	51	1892	Schenectady
28-33	—	19,455	90,000	90,000	145	18x24	51	1889	Schenectady
34-40	—	19,455	90,000	90,000	145	18x24	51	1891	Schenectady
41-45	D-2	18,800	90,000	90,000	145	18x24	51	1892	Cooke
46-49	E-1	25,030	123,000	123,000	160	19x26	51	1900	Richmond
50-69	E-2	34,600	144,600	144,600	200	20x26	51	1903	Alco
70-79	E-3	34,600	144,600	144,600	200	20x26	51	1905	Baldwin
80-89	E-4	34,600	148,000	148,000	200	20x26	51	1906	Alco
0-8-0 (Eight-Wheel Switcher) Type									
90-99	G-1	45,800	200,500	200,500	190	24x28	57	1910	Alco
100-109	G-2	45,800	201,000	201,000	190	24x28	57	1911	Lima
110-114	H-1	49,000	212,400	212,400	190	24x30	57	1913	Baldwin
120-124	J-1	65,226	241,600	241,600	200	27x30	57	1923	Baldwin
125-128	J-2	65,226	249,210	249,210	200	27x30	57	1925	Baldwin
129-133	K-1	65,226	259,000	259,000	200	27x30	57	1927	Baldwin
134-138	K-2	65,226	258,010	258,010	200	27x30	57	1927	Baldwin
139-143	K-3	65,226	258,010	258,010	200	27x30	57	1928	Baldwin
144-148	K-4	65-226	258,010	258,010	200	27x30	57	1930	Baldwin
150	M	66,300	258,130	258,130	200	3-23x28	57	1925	Baldwin
2-10-2 (Santa Fe) Type									
1-5 (2nd)	C-1	84,400	397,200	323,900	200	30x32	58	1918	Baldwin
20-24 (2nd)	C-2	69,600	352,000	276,000	200	27x32	57	1918	Alco (USRA std.)

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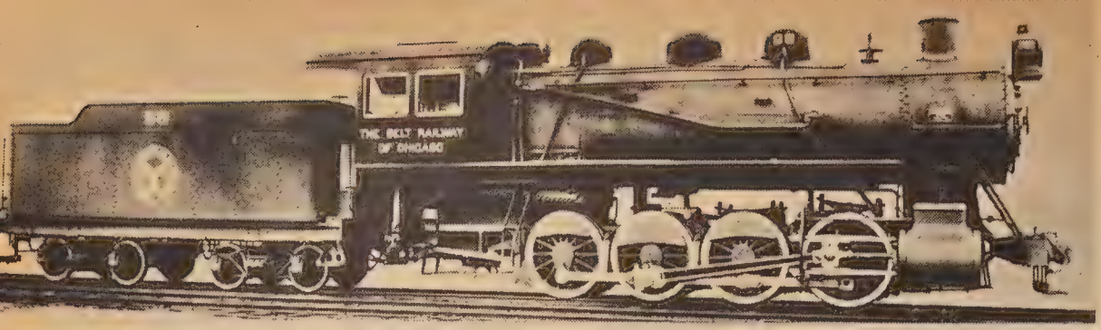


Like recent engines, BRC No. 98 displayed the road's emblem on her tender.
American Locomotive Company

BRC DIESEL-ELECTRIC LOCOMOTIVES

Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arrgt.	TE	Weight	Built	Builders' Numbers	Note
300	300,302	600	Alco	none	B-B	50,750	203,000	1934,'35	68643,68681	(2)
300	303	600	Alco	none	B-B	49,750	199,000	1935	68700	
301	301	600	GE-IR	none	B-B	54,000	216,000	1930	11240	(3)
304	304-306	660	Alco-GE	S1	B-B	49,500	198,000	1941,'42	69501,69810,69811	
400	400,403, 404,406, 407	1000	Alco-GE	S2	B-B	57,500	230,000	1941,'44, '47,'48 '49	69564,72853 74971,76196 76517	
400	408-411	1000	Alco-GE	S2	B-B	58,100	232,400	1950	77056-77059	
401	401	1000	Baldwin	VO 1000hp	B-B	59,520	238,080	1942	64412	
401	402	1000	Baldwin	VO 1000hp	B-B	61,430	245,730	1944	70303	
401	405	1000	Bald-WH	DS 4-4-1000	B-B	60,640	242,570	1947	73481	
420	420	900	Alco Pr.	S6	B-B	61,815	247,260	1957	82297	
450	450-458	1500	Alco-GE	RS-2	B-B	62,150	248,600	1949	77877-77885	
470	470	1500	GM-EMD	GP-7	B-B	61,730	246,910	1951	14392	
470	471	1500	GM-EMD	GP-7	B-B	61,860	247,450	1951	14393	
470	472	1500	GM-EMD	GP-7	B-B	61,760	247,030	1951	15203	
470	473	1500	GM-EMD	GP-7	B-B	61,780	247,110	1951	15204	
470	474	1500	GM-EMD	GP-7	B-B	61,730	246,930	1951	15205	
470	475	1500	GM-EMD	GP-7	B-B	61,750	246,990	1951	15206	
470	476	1500	GM-EMD	GP-7	B-B	61,940	247,740	1952	17141	
476	477	1500	GM-EMD	GP-7	B-B	61,970	247,860	1952	17142	
480	480	1750	GM-EMD	GP-9L	B-B	61,550	246,190	1956	22601	
480	481	1750	GM-EMD	GP-9L	B-B	61,170	244,670	1956	22602	
500	500 A&B	2(1000)	GM-EMD	TR-2	2(B-B)	123,680	494,700	1949	10512,10514	
500	501 A&B	2(1000)	GM-EMD	TR-2	2(B-B)	123,460	493,840	1949	10513,10515	
502	502 A&B	2(1200)	GM-EMD	TR-4	2(B-B)	123,470	493,880	1950	10516,10521	
502	503 A&B	2(1200)	GM-EMD	TR-4	2(B-B)	123,380	493,520	1950	10517,10522	
502	504 A&B	2(1200)	GM-EMD	TR-4	2(B-B)	123,460	493,840	1950	10518,10523	
502	505 A&B	2(1200)	GM-EMD	TR-4	2(B-B)	123,380	493,540	1950	10519,10524	
502	506 A&B	2(1200)	GM-EMD	TR-4	2(B-B)	123,160	492,660	1950	10520,10525	
520	520	1200	GM-EMD	SW-9	B-B	61,690	246,770	1951	14394	
520	521	1200	GM-EMD	SW-9	B-B	61,720	246,890	1951	14395	
520	522	1200	GM-EMD	SW-9	B-B	61,800	247,190	1951	15207	
520	523	1200	GM-EMD	SW-9	B-B	61,600	246,390	1951	15208	

A Belt Railway's GP-9 waits at clearing engine terminal for an assignment.
Electro-Motive Division of General Motors

BRC 150, a 3-cylinder job; Baker valve gear outside, Joy valve gear inside.

Notes, Abbreviations

BOTH ROSTERS were compiled from data supplied by Superintendent of Motive Power, Belt Railway of Chicago, and are accurate as of Feb. 1, '58. The BRC acquired Chi. Union Transfer Ry. In the following data on disposition of locomotives the date of disposition is given in parentheses. 1—Information unavailable. 2—BRC 300 was retired (4/1/57). 3—BRC 301 was sold to Ill. Cent. (2/48).

Alco—American Locomotive Co.; Rhode Isl.—Rhode Island; GE—General Electric; IR—Ingersoll-Rand; WH—Westinghouse; Alco Pr.—Alco Products; GM-EMD—Electro-Motive Division of General Motors.

CUT Disposition Data

Sold to A. Davis Sand Co., 51. Sold to L. Greenberg Co., 52. (Both 1/16/57). Neither ran on BRC.

Sold to Chicago & Illinois Western: 1 (3/16), 2 (1/16), 3 (2/16).

Sold to CMFYAMSA: 4 (2/16).

Sold to Youngstown Sheet & Tube Co.: 5 (10/16).

Sold to Wabash Pittsburgh Terminal: 6 (10/16).

Sold to Detroit, Toledo & Irontown: 101, 102, 104 (6/16), 103 (7/16).

BRC Disposition Data

Disposed of before 8/13: 1-3, 5-12, 15-19, 24-26.

Sold to Hyman-Michaels Co.: 4, 13, 14 (6/12); 71 (4/2/48); 85, 88, 92 (4/48); 70 (2/8/49); 84 (1949); 111 (5/51); 130, 135 (1/52).

Sold to L. Greenberg Co.: 20, 29, 31, 32, 36, 37, 39 (1/16); 40 (5/20).

Sold to U. S. Eqpmt. Co.: 22, 28 (2/13).

Sold to Nat. Eqpmt. Co. 27 (1/11).

Sold to Chicago & Western Indiana: 23 (1907).

Sold to Fryer Iron Co.: 30, 33-35, 38, 44 (5/20).

Scrapped: 45 (11/23); 47 (8/27); 48 (10/27); 41 (12/27); 52 (1/28); 57 (2/28); 60 (3/28); 69 (6/28); 59 (2/35); 58 (6/35); 53, 54, 62, 63 (3/36); 50 (4/36); 51, 55, 67, 68 (5/36); 56, 61, 64, 66 (6/36); 94, 102, 109 (3/37); 90, 96, 98 (4/37); 93 (5/37); 99 (6/37); 95 (7/37); 101 (10/39); 107 (7/44).

Sold to Erman Howell Co.: 75, 79, 82, 83, 89 (1/37); 65 (2/37); 91, 105 (12/38); 97, 103, 104, 106, 108 (1/39); 77 (2/39); 80, 81 (4/39); 113 (10/49); 76, 5, 22-24 (4/50); 110, 114, 120, 122, 124, 126, 128, 129, 132, 150 (5/50); 4, 21 (11/50); 125, 127, 137 (1/52).

Sold to Continental Iron & Metal Co.: 72-74 (6/29/46); 78, 86, 87 (3/47); 139 (1/52); 112 (2/52).

Sold to Bauxite & Northern: 100 (3/43).

Scrapped by Purdy Co.: 121, 140 (1/52); 134, 142, 144 (5/53).

Scrapped by N. Indiana Dock Co.: 123 (1/52).

Scrapped by Consol. Ry. Eqpmt. Co.: 131 (1/52).

Scrapped by Luria Bros.: 133, 136 (4/51).

Scrapped by Briggs & Turivas: 138, 141, 143, 145, 146 (5/50); 2, 20 (11/50).

Scrapped by Iron & Steel Products Co.: 147 (1/52).

Scrapped by Bay Steel Co.: 148 (1/52).

Scrapped by M. S. Kaplan: 1, 3 (11/50).

Sold to National Equipment Co.: 27 (1/11).

Sold to Commonwealth Edison Co.: 42 (8/20).

Sold to Racine Crushed Stone Co.: 43 (12/20).

Sold to Davenport, Rock Island & North Western: 46, 49 (11/20).

Renumbering

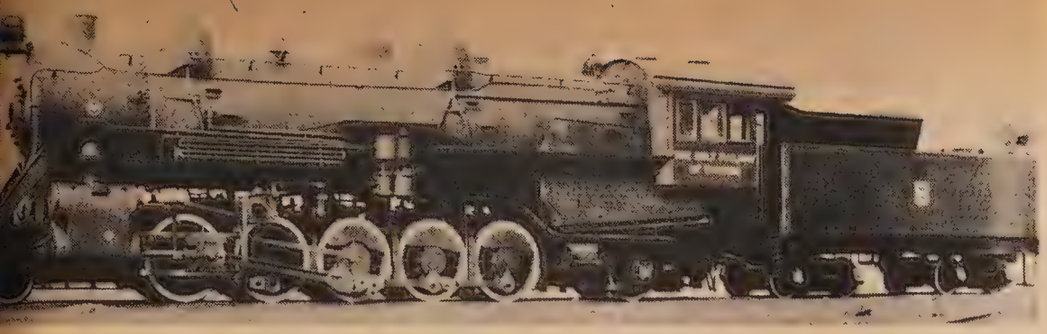
CUT 1-6 became BRC 13-18 (2nd) in 1912.
CUT 101-104 became BRC 20-23 (2nd) in 1912.
BRC 4 became BRC 14 (2nd) in 1910.
BRC 20 became BRC 26 (2nd) in 10/12.
BRC 22 became BRC 27 (2nd) in 11/12.

Steam Engine Bldrs.' Nos.

CUT: 1,2 Cooke 25132-25133, and 101-104 Alco 25128-25131.

Belt Ry. of Chicago

30 Schenectady 2799.
34-40 Schenectady 3538-3544.
41-45 Cooke 2236-22240, 10/1892.
46-49 Richmond 2953-2956, 4/1900.
50-60 Alco 27978-27988, 8/03.
61 Alco 27989, 9/03.
62-67 Alco 28558-28563, 9/03.
68-69 Alco 29343-29344, 9/03.
70-71 Baldwin 26755-26756, 11/05.
72 Baldwin 26764, 11/05.
73 Baldwin 26828, 11/05.
74 Baldwin 26850, 11/05.
76 Baldwin 26852, 11/05.
78 Baldwin 26905, 11/05.
80-84 Alco 40933-40937, 10/06.
85-89 Alco 41159-41163, 10/06.
90-99 Alco 47678-47687, 5/10.
100-109 Lima 1142-1151, 1/11.
110-114 Baldwin 38958-38962, 1/13.
120-122 Baldwin 57394-57396, 11/23.
123-124 Baldwin 57535-57536, 11/23.
125-126 Baldwin 58209-58210, 3/25.
127-128 Baldwin 58270-58271, 3/25.
129-133 Baldwin 59684-59688, 12/27.
134-138 Baldwin 60264-60268, 12/27.
139-143 Baldwin 60661-60665, 3/28.
144-148 Baldwin 61184-61188, 3/30.
150 Baldwin 58378, 5/25.
1 Baldwin 47688, 2/18.
2-4 Baldwin 47740-47742, 2/18.
5 Baldwin 47866, 2/18.
20-24 Alco 60060-60064, 12/18.

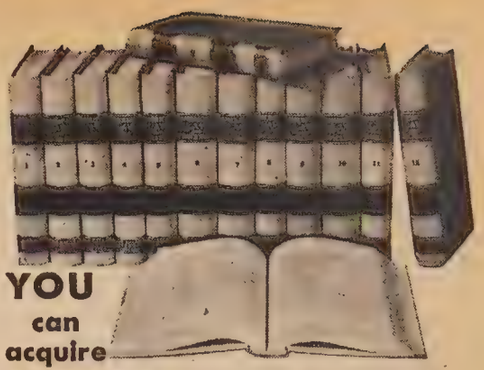


Belt Railway's second No. 5, a Santa Fe type used in hump yard service.
Baldwin Locomotive Works

BRC's No. 300, with a modest 600 horsepower, was built by Alco in 1918.

Recent addition to BRC roster: No. 455, with 1500 hp., built by Alco-GE.

The Belt Railway's No. 472, EMD GP-7, is shown clearing the outbound track.



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Patterned after a "lazy Susan" cupboard in a housewife's kitchen, a revolving drum is helping to speed up passenger train reservations in the Canadian Pacific's new reservation bureau at Toronto Union Station.

Although the Reading officially hails its 125th birthday this April 4th, it really dates back to 1825-'26 when several of its merged companies were chartered. In 1842 the Baldwin-built, cabless woodburner *Hichens & Harrison* pulled the Reading's first passenger train from Pottsville, Pa., to Philadelphia, a 90-mile trip on snowy track, mostly downgrade. It took five hours and 40 minutes, including stopovers. ●

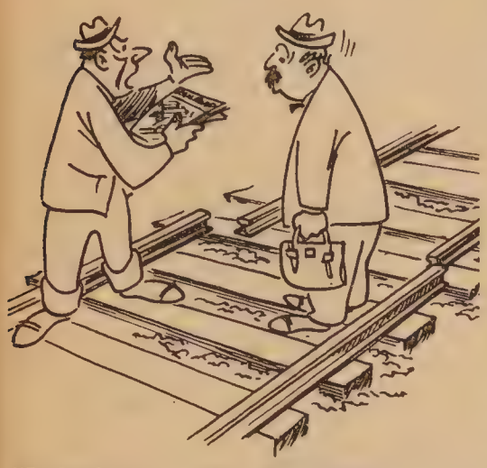
BOB CHARNOCK, Baltimore & Ohio engineer, who piloted the last regularly-assigned steam locomotive in passenger service in New York State, retired the other day in a blaze of glory, reports William C. Kessel. A gaily decorated engine and grinding movie cameras marked the event. At a Buffalo reception for Bob the hostess served cookies picturing a locomotive with the dates of his railroad service. ●

TAKING OVER the Litchfield & Madison, the Chicago & North Western becomes the newest road to serve St. Louis. The L&M owned 44 miles of right-of-way in southern Illinois, besides operating over 12 miles of other roads.

Acquiring the short line through stock purchase is a feather in the cap of North Western's board chairman Ben Heineman, a 41-year-old lawyer who likes to tinker with model trains. Ben is credited with gradually pulling the C&NW out of the red. One of his first official acts, in 1956, was to persuade C. J. Fitzpatrick to leave the prosperous Illinois Central and become president of the North Western.

The Heineman-Fitzpatrick regime completed dieselization of the road, scrapping more than 300 steamers, most of them in suburban service. They cut what they termed "deadwood" from the payroll, reducing the number of employes 17.8 percent. They acquired Toledo, Peoria & Western trackage rights to speed the development of industrial property, and they built track to Chicago's naval pier in an early bid for St. Lawrence Seaway traffic. They also made a deal for leasing and operating the Chicago, St. Paul, Minneapolis & Omaha, the C&NW's chief subsidiary —a move designed to save the parent road $2 million a year. ●

IT TAKES a bad typographical error such as the one which designated "standard gauge" as 5 feet, 8½ inches (Feb. issue) to evoke letters and cards from many readers who otherwise would never dream of writing to us. Our assistant editor, Anne Williams, chuckled over the flood of mail prompted by our reference to her height. Cleverest comment of all, we think, was this cartoon from Bill Livingston, 512 Davis Ave., Endicott, N. Y.



"I don't care what the *Official Guide* says. Standard gage must be five feet, 8½ inches. *Railroad Magazine* says so."

OVERSEAS. "I've been reading *Railroad Magazine* for many years," writes C. Christiani, 9 Calle Nicolas Paquet, Tangier, Spanish Morocco, Africa. "Oldtimers like myself favor articles and pictures of bygone days."

In Africa they make the railroad telegraph wires through the jungles strong enough so that monkeys can swing from them, set them high enough so that giraffes don't get tangled in them, and set the poles so firmly that elephants can't push them over. Imagine working in such a zoo!

Railway feature films interest John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. "Years ago," he writes, "I saw Helen Holmes in *The Lost Express* (Signal) in the great serial days. Packed with thrills, it gave some insight into American railroading. Signal Studios brought Southern Pacific equipment to use in realism."

Mr. Drayton wants to hear from readers who can supply information on North American railroad feature films. During World War II he handled some Also and Lima locomotives in freight service in South Wales.

BLUE LIGHT. Comments on item 14, February *Information Booth*, come from Brian J. Cudahy, 1844 E. 32nd St., Brooklyn, N. Y., and O. W. Brooks, secretary-treasurer, Lodge 3072, Brotherhood of Maintenance of Way Employes, Box 187, Emporia, Pa.

"Whoever told Barbara Kreimer that blue lights in New York subways designate emergency exits misinformed her," writes Mr. Cudahy. "Such exits are marked by white signs with black letters reading 'Exit.' According to Rule 66h, 'A fixed blue light located on the wall or column indicates location of emergency alarm box and telephone.'

"Also, at one BMT spot a blue signal authorizes movements over the second of two diverging tracks. The only such installation is at the DeKalb Avenue station, Southern District. It allows trains approaching from Montague Street tunnel to take one of three tracks. Green over yellow means proceed on diverging route to right. Green over green means proceed on main route. Green over blue means proceed on diverging route to left. Yellow over yellow, green, or blue are the proceed-with-caution indications for the three routes."

Mr. Brooks, a Pennsy employe, quotes from the Pennsy rulebook:

A blue signal displayed at one or both ends of an engine, car, or train indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs.

When a blue signal is placed at one or both ends of an engine or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue signal is removed.

"By night," writes Mr. Brooks, "the blue signal is a kerosene or electric lantern with a blue glass globe with 360-degree visibility, placed about four feet above the center of the track. By day, it is a piece of heavy tin about 12x12 inches, mounted on an iron rod which can easily be clamped to the rail. This blue panel, attached to the rod, is mounted about four feet above and between the rails, at right angles to the track."

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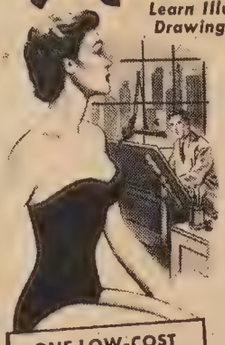

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Decorated engines weren's only in the distant past. As recently as June 25, 1957, when the Ontario Northland gave up steam power, a special train proclaimed, "Farewell to Steam, Victim of Progress," with dates of the road's first and last steam runs.
Fred Sankoff, 25 Botfield Ave., Toronto, Canada

RAILROAD HOBBY CLUB

by Sy Reich

WITH fireboxes cold on the whole Pennsylvania system and with even that mighty citadel of coal, the Norfolk & Western, dieselizing here and there, relatively few steam engines can be seen in active service today.

Sy Reich

Of course, the Pennsy is playing safe, keeping a number of steamers in working order at key points for use again if necessary. Good old cautious Pennsy! Loath to pull the rug out entirely from under the steam power that it once did more than any other road to develop.

Most of the American steamers left in service are roaming the West and Midwest. For example, Union Pacific still has some Ten-wheelers, 0-6-0's, Consolidations, 4-8-4's, Mikados, 4-6-6-4's, Santa Fe types, and 4-8-8-4's ("Big Boys"), but most of them are inactive.

"I am writing a book on the C&IM," says Richard Wallin, 664 Hawbrook Ave., Kirkwood 22, Mo., "and looking for old C&IM and CP&StL pix, also wreck and action shots." He sends these additions to our recent IC roster: Nos. 1306, 1328, and 1360 (all 2-8-2's) have been renumbered 1406, 1428, and 1460 respectively. The latter two are still in service at Benton, Ill. Nos. 3516 (0-8-0) and 3658 (0-8-2) were sold to Bell-Zoller Coal Co. at Ziegler, Ill.

Colorado & Southern steam power. Active at Denver: Nos. 909 (2-10-2), 804, 806, 807, 809 (all 2-8-2's), and 605, 608, 629, 634, 646, 647, 648 (all 2-8-0's). Stored at Denver: 904, 5509, 374, 602, 644, 632, 620. Active at Cheyenne, Wyo.: 900, 902, 903 (all 2-10-2's), and 800, 802, 803, 805 (all 2-8-2's). Active on Leadville branch: 638 (2-8-0).

Rock of Ages Corp., Barre, Vt., has de-activated its three steam engines in favor of a 70-ton diesel.

Burdell Bulgrin tells us that the Duluth, Missabe & Iron Range will be fully dieselized next year. Fans who want to shoot DM&IR steamers had better head for Minnesota now. B.B. adds that the C&NW has a lone Ten-wheeler, No. 488, in Chicago doing

nothing, and the NKP is using Berkshires on freights out of Chicago.

Baltimore & Ohio is still running some 4-8-2's and about four 0-8-0's are working at Robey Yard, but it is gradually replacing its steam with diesels, the latest such move being in terminal operations around Loraine, Ohio.

The Central Illinois Public Service power plant still uses an 0-4-0T and an ex-NYC 0-6-0. At Reading, Pa., the Reading continues to operate an 0-6-0T.

Page 44 shows the CB&Q has quite a bit of steam left. As we go to press, the SP roster boasts fourteen 4-8-2's, nine 2-6-0's, three 4-6-0's, 28 Consolidations, ten 2-10-2's, twenty-three 4-8-8-2's, five Mountain types, twenty-five 4-8-4's, and a lone 0-8-0, plus nine leased SSW locos. But no SP steamer of any kind has been operated in regular service since early 1957, although 100 are being kept for standby service. Complete SP roaster coming in next issue.

Out in California, the 36-mile Santa Maria Valley is using one gallant steamer and five diesels. The former won her right to stay in service by outpulling a diesel in a tug-of-war the SMV staged years ago.

At Worcester, Mass., one diesel has replaced two Norton Co. fireless engines, a Heisler and a Porter. Aside from the old two-footers at Edaville Museum, South Carver, Mass., the Canadian Pacific is still operating New England's only active steam engines—two Pacifics into northern Aroostock County, Maine. Interested camera fans had better act fast. We have already announced that British Columbia is the first fully-dieselized Canadian province.

This summer, Canadian National is dropping all steam west of Edmonton, and east of Montreal on the St. Lawrence's south shore. They now have 1,430 diesels plus 1,440 steamers, many in storage, on their 24,255 miles of track.

CNR bought its last steamer in 1944, CPR in '47. The CPR boasts 822 diesels, ftwer steamers, on its 17,053-mile system. Most of Canada's small roads, including the Ontario Northland, are fully dieselized. Forecast: no steam will run in Canada after 1962.

Northern Pacific has no steam west of Livingston, Mont. No other road in the Northwest uses steam, even for logging, so far as we know. But down South the following are reported:

Pineland, Texas: Southern Pine Lumber Co. 2-8-0 and 2-8-2; 2-6-2 dead.
Jasper, Texas: Kurth Lumber Co. steam runs every other day.
Camden, Texas: Moscow, Camden & San Augustine 2-6-0 and 2-8-0.
Trinity, Texas: Waco, Beaumont, Trinity & Sabine 2-6-2.
Diboll, Texas: Southern Pine Lumber Co. 4-6-0.
Keltys, Texas: Angelina & Neckes 2-8-2; 2-6-0 used for steam head.
Woodworth, La.: Alexandria Gravel Co. 4-6-0; Rapides Gravel Co. 4-6-0.
Longleaf, La.: Crowell Long Leaf Lumber Co. 2-6-0 woodburner.
Fisher, La.: Louisiana Long Leaf Lumber Co. 2-6-2 woodburner.
Port Arthur, Texas: Port Iron Supply Co. 0-4-0T ex KCS & L&A 503; 4-6-0 is being moved to City Park.
Dallas, Texas: Union Terminal Co. 0-6-0.

Data for this section comes from B.B., Wm. Millsap, A. R. Shade, Robt. Cunningham, Ken Stephanishin, David Buchanan, C. W. Daniels, Jr., Art Stensvad, Richard Wallin, Charles P. T. Willis, Terry Eland, Elwin K. Heath, and your Hobby Club Editor. ●

BEDWELL BIOGRAPHY

HARRY BEDWELL'S importance as a railroad fiction writer has prompted the State Historical Society of Iowa, his native state, to commission Frank P. Donovan, Jr., 114 W. 45th St., Minneapolis 9, Minn., to write his biography.

Frank wants to hear from anyone who knew Bedwell, either as a boy or during his long railroad career. He also wants to consult Bedwell stories or articles in:

Action Stories, June '25; Adventure, June '42, Nov. '46; American Magazine, Nov., Dec. '09; Argosy, March 18, Sept. 30, '39; Blue Book, July '34; Foreign Service, Dec. '38; Harper's Weekly, Jan. 10, 1911; Los Angeles Times Magazine, March 1, Sept. 6, Nov. 29, 1908, Jan. 10, 1909, Aug. 9, 1913; Railroad Man's Magazine, Oct. '09, March '10, May, June '11; San Francisco News Letter and Wasp, Nov. 14, 1936; Saturday Evening Post, Jan. 13, 1934; and Short Stories, May 10, 1927.

Harry began writing for us in 1909. Two of our company's other magazines, *Argosy* and *Adventure*, also have carried his railroad stories. The biography may come out around the end of this year. Frank Donovan's current book, *The Manchester & Oneida Railway*, is obtainable at $2 from the author at his home address. ●

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BIG MOUNTAINS, Little Engines, full-color reproduction of dramatic painting by Otto Kuhler (who has done front covers for *Railroad Magazine*), suitable for framing, are available at $7 each from KZ Ranch Publishers, Pine, Colo. Limited edition, 500 prints, signed with names of the artist and the recipient. Picture itself is 12x15 inches, 20x24 overall size, showing

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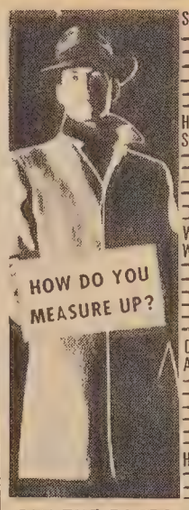

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This substance is now available in *suppository* or *ointment form* under the name *Preparation H.*® Ask for it at all drug counters—money back guarantee. *Reg. U. S. Pat. Off.

Big Mountains, Little Engines. **Scene near Climax, Colo., painted by Otto Kuhler.**

narrow-gage South Park train double-headed thru the Rockies.

Kuhler, who designed the streamlining of some steam engines, lost his action shots of them in a fire. He wants ¾ views, any size, to replace them: LV and Sou. Bullnose Pacifics, Milw. *Hiawatha* 4-6-4. Write him at KZ Ranch.

Compiling an alltime roster of locos of UP and affiliated lines, Arthur Stensvad, 811 E. 3rd St., North Platte, Neb., asks readers to send him data.

April 11-13—B&O *Cherry Blossom Special,* trip to Baltimore and Washington, leave Akron 9:15 p.m. Friday, visit points of interest, auspices Midwest Ry. Hist. Foundation; fare $39 (children under 12, $30), incl. all cost except 3 meals. Contact B. C. Lord, 144 Rothrock Rd., Akron 21, Ohio.

May 24-25—Trip to Pittsburgh, incl. Ohio River cruise, auspices MRHF. One spl. train leaves Cleveland UT 8 a.m.; another leaves Canton 7:45 a.m.; each makes 5 pickup stops. Total fare $8 if paid before April 26. Write Mr. Lord.

NRHS *Bulletin,* first quarter of '58, has illustrated feature on "Southwestern Interurban" by Steve Maguire plus Allison Chandler. Editor of 40-page *Bulletin* is Joe Mannix, 411 E. Vankirk St., Philadelphia, Pa.

Steve Maguire and family are now living at 1411 River Road, Belmar, N. J., six blocks from their previous address but still in the same house. How come? Steve hired a house-mover to pick up a brick-lined dwelling from its old foundation and haul it there.

List of American cities without rail passenger service in our April issue mistakenly included Cicero, Ill. (CB&Q,) and Newton, Mass. (NYC).

Commenting on "Double-Enders" (same issue), Andrew Jackson says the 11½-inch gage Festiniog Ry. in Wales has two Fairlie engines, *Taliesin* (in steam) and *Merddin Emrye* (stored). Not long ago, reports Charles Powell, the *Josephine*, a Fairlie, was on display in Dunedin, N. Z.; may still be there.

The *Broadway Limited's* predecessor was the *Pennsylvania Special* — not *Penna. Ltd.* as our April issue said in reference to K-4 No. 1409. Robert Hess owns 5409's red-and-gold keystone number plate. He asks, "Can anyone tell me where Bill Lang performed the heroic deed mentioned in April *Railroad?*"

Congratulations to *The Conductor & Brakeman,* published at Cedar Rapids, Iowa, on its 75th anniversary!

Songs of the Railroad, (LP, hi-fi, reviewed in April issue) now sells at

$4.98 in local music stores, or if unobtainable there, at Cabot Music Corp., 116 Central Park South, New York City.

Writing a book on amusement-park type steam railroads, Frederic Shaw, 4 Third St., Sausalito, Calif., wants information on the last years of the Cagneys, loco builders.

Films for free loan to clubs, etc., include *The Alaska Railroad,* 16mm, 11-minute, color and sound, obtainable from E. M. Fitch, Alaska RR., Office of Territories, Dept. of Interior, Washington 25, D. C. Also *Express Traveler,* 16 mm, color with English sound track, 31 minutes, filmed on German train *The Blue Enzian.* Apply German Federal RR., 11 W. 42nd St., New York City.

Rio Grande's engine No. 1, the *Montezuma,* is immortalized in gold and silver bracelets, brooches, tie chains, bars, and cuff links, on sale as long as the supply lasts at prices ranging from $2 to $6 (plus 30c postage). All profits go to D&RGW Veterans' Clubs. For details send stamped addressed envelope to Guy Lockhart, 3817 Osceola St., Denver 12, Colo.

Rods, Wheels, and Whistles, 12-inch LP record, is available at $4.95 from North Jersey Recordings, c/o Donald Van Court, Box 2, Maplewood, N. J. One side features sounds of Pennsy K-4s's, the other N&W steam and diesel power.

A museum is being established by Vancouver Island Ry. Historical Ass'n, 331 Merrimac Dr., Victoria, B.C., Canada, to buy and display a CNR 2100 series 2-8-0 and Shay and Climax logging engines. Elwood White, pres., also seeks Vancouver Island pix and railroadiana.

Ronald DeGrow, 83 S. Harwood Ave., Upper Darby, Pa., will mail one-page mimeographed Phila. & Western history and two PST transfers free to anyone sending self-addressed stamped envelope as long as supply lasts.

Last K-4 to run on NY & Long Branch (Oct. 30) was No. 612, featured in April '58 *Photos of the Month,* night shot by Bud Rothaar. She's now stored in Philadelphia.

Many fans are sporting railroad-emblem neckties, pictured in Dec. '56 *Along the Iron Pike.* Six different groups of heralds authentically colored on off-white broadcloth, with wrinkle-proof lining, may be had from Alex. Darragh, 1314 Bedford Rd., Grosse Points Park, Mich.

Week-long Western vacation trip with steam for many miles, May 30 to June 8, sponsored jointly by Pacific Coast Chapter of R&LHS, Calif.-Nevada RR. Hist. Soc., and Central Coast Ry. Club. For details write Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif.

July 11, 12, 13—ride Feather River Lumber Co. logging train plus WP special with C-NRHS. Contact Mr. Lloyd.

Week of Aug. 9-17—Caribou County Special, this time thru to Prince Rupert via WP, GN, SP&S, PGE, and CNR. Write Western Pacific RR., Dept. of Public Relations, 526 Mission St., San Francisco.

RAILROADIANA

ITEMS in this section are printed free, in good faith, but without guarantee. Word limit 28, except entries dealing with back numbers of our magazine. Address Sy Reich, *Rail road Magazine,* 205 East 42nd Street, New York 17, N. Y. Write very plainly.

Use abbreviations. For exemple, *tts.* (public timetables) and *emp. tts.* (employes' operating timetables).

If you wish to be listed as desiring pen pals you must state which phases of railroading interest you most.

Because of the time it takes to edit, print, and distribute our magazine, this department closes about ten weeks before it will appear on the newsstands. Publication date is early in the first week of every other month.

SWITCH LIST

R. C. ALBERTSEN, 5206 6th Ave., Brooklyn, N. Y., sells tts., emp tts., 8mm movies, pix, maps, etc.; list for 3c stamp.

DICK ANDREWS, 8 Brinckerhoff Ave., New Canaan, Conn., sells 2-ft-gage plans SR&RL, B&H, WW&F, KC, Monson, MGNG locos, cars, etc. List for stamped env.

ROY ARPAN, 342 N. Branch Rd., Glenview, Ill., sells, trades emp. tts. List for 3c stamp.

AL AUGENSTEIN, 1118 Newhall St., San Francisco, Calif., buys size 116 negs. SP, NP steam.

NEW DISCOVERY SAVES PLUMBING BILLS

CLEANS INSTANTLY

CHICAGO—April 1st—Home Owners, Offices, Apartments, including Factories are constantly having trouble with clogged-up pipes which proves expensive in Costly Plumbing Bills—

But now—using Water Impact and Air Pressure, here is a new unit called the Plumber's Flushing Gun, which cleans all lines up to 100 ft. It will open any number of bends in pipe. Yet anyone can operate this new gun, which triggers easily.

TOILETS, URINALS, SINKS, and FLOOR DRAINS clogged with paper, grease, rags, sand, and other debris can be cleared with one or more shots from the gun, saving the owner, the Gun's price the first time it is used. This new Flushing Gun may be used on any ½ to 6 inch waste pipe including Sink Drains, Floor Drains, Hot Water Pipes, Drinking Fountains, Septic Tanks, and Urinals. Obstructions melt away INSTANTLY when struck by the hammer like blows of this new unit

This New Flushing Gun is offered on 30 Days Free Trial. BUT MOST IMPORTANT IS THIS—What is this Tool worth in Costly Plumbing Bills Saved in your Home or building. For your own good—Tear this Ad out now and write your name and address beside Ad for Free Booklet. No Agent will call—Obey that urge, mail now or write postcard. (Chicago Phone Kildare 5-1702) MILLER SEWER TOOLS, DEPT. PNJ, 4638 N. CENTRAL AVE., CHICAGO 30, ILLINOIS.

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(Sorry, no C.O.D.'s)

DICK AULETTA, 154 Strattford Rd., New Hyde Park, N. Y., wants old issues Railroad Magazine, good cond. Write first.

MIKE AYER, 1430 Bird Ave., San Jose, Calif., wants elec. pix, data; also motorman or juicefan pen pals.

RUSTY BALL, 13 Ridgecrest E., Scarsdale, N. Y., wants 16mm steam movies and colored slides of UP 4-12-2, RI and AT&SF 4-8-4's, NYNH&H, NYC.

L. Y. BEAUJON, Canaan, Conn., offers NH rulebooks, pass. tarriffs, etc. 1900-'25; sell or trade for CNE and predecessor data.

W. F. BECKER, 223 Arundel St., St. Paul, Minn., offers Baldwin Mag. Oct. '30; 650-page CM&StP history, '01; 4 CM&StP, 6 NP bldrs. pix; 5 NP loco diag. sheets.

AL BLACK, 15806 E. Temple Ave., La Puente, Calif., will buy size 616, p.c. pix Colo. Mid. box, stock cars, etc., KCM&O boxcar with US and Mexican Flags Orient in big letters; also Off. Guide 1895-1909.

ERVIN BORDEN, 185 Cedar St., New Bedford, Mass., buys pix QBRR 600's.

DICK BRUNDAGE, Jr., 60 Post St., Yonkers, N. Y., wants NYC pix (What size, Dick?) steam, diesel, elec. div., Harmon.

S. J. BULSIEWICZ, 811 Tunnel Rd., Asheville, N.C., will sell 7 issues Railroad Magazine '39-'50, 34 issues Trains '47-'53, all good cond. List for 3c stamp. Will buy CERA Bull. 44.

G. H. BURGER, 357 S. Park Ave., Fond Du Lac, Wis., trades pix Soo steam for 35mm slides Soo.

FRANK BUTTS, 476 N. 5th Ave., Sturgeon Bay, Wis., will buy size 616 trol. negs. What is E. Tomberlin's address?

D. M. CHRISTISEN, Box 122R, Columbia, Mo., sells old issues Railroad Magazine, Trains, Modern RRs., Ry. Age, rr. books. List for 3c stamp.

GENE CONNELLY, 3767 Greensburg Pike, Pittsburgh, Pa., sells size 616 pix steam, diesels, cabooses, 350 rrs. List, sample 25c.

GEO. CONRAD, 7112 5 Ave., Brooklyn, N. Y., sells steam negs. B&O, CNJ, CV, LNE, NYO&W, PRR, Rdg.; also Railroad, Trains, mdl. mags. List for 6c stamps.

VICTOR CONTE (age 14), 1615 W. 6 St., Brooklyn, N. Y., wants pen pal interested in trolleys.

W. M. DAWSON, 4655 W. Montrose Ave., Milwaukee, Wis., will sell Railroad Magazine, '37-'50 complete, other issues. (Ed: What cond?)

F. L. DONNENWORTH, 237 6 St., New Westminster, B. C., Canada, wants Railroad Magazine, Trains, Sept: '56 to date.

FRANCIS DORNEY, 15 West St., Bellows Falls, Vt., sells, trades New England trolley pix. List for stamped env.

J. D. DUNNICLIFF, 911 N. Knight, Thief River Falls, Minn., sells tr. orders, 10 rrs. List for stamped env.

TED VON EIFF, Jr., 2101 Erdman Ave., Baltimore, Md., sells, trades size 3½x5 trolley pix. List for 6c stamps.

BOB ESCHENBERG, 300 N. Ohio St., Aurora, Ill., wants negs., slides, pix, roster AT&SF steam, diesel; also Santa Fe plan book.

TOM FARMER, 6245 Afton Pl., Hollywood, Calif., will sell 1000 tkts., passes, condr's receipts, trfs., for highest bid.

AL FISHER, 14 Layton St., N. Providence, R. I., will buy "Edaville Ry." and NRHS Bull. 57 "Tw oFooters."

FRED FRAILEY, 835 Ardis St., Sulphur Springs, Tex., trades tr. orders, KCS, SSW, GN; will sell Off. Guide 1865 or trade for old tr. orders.

NELSON FRIEBERG, 302 Eastwood Ave., Ithaca, N. Y., buys original steam 35mm Kodachromes on approval.

PHIL FRIEDELL, 1815 Telegraph Ave., Oakland, Calif., sells slides, pix, steam, diesel, autos, cable cars, etc.; list free.

STAN FRIEDMAN, 105-28 65 Ave., Forest Hills, N. Y., has subway, bus tokens, trfs., lic. plates. List for 3c stamp.

HERB GATSKE, 310 San Vincente, Salinas, Calif., will trade Gibbon's "History of the CP" for 35mm loco slides or Canadian stamps.

JIM GAYNER, 327 Magnolia Ave., Piedmont, Calif., will sell Railroad Magazine '34-'50, Trains '40-'57, Western RR. Loco. Cyclopedia, etc. List for 3c stamp.

ED GIBBS, 729A Macon St., Brooklyn, N. Y., trades negs. rrs., ferries, any size.

R. J. GILBERT, 5212 39 Ave. S., Minneapolis, Minn., wants any size pix and negs. Milw. 300's.

BILL GORDON, 811 Garson Ave., Rochester, N. Y., sells rare trolley trfs. from 1900. List for 3c stamp.

BOB HARDING, 40 Beach St., Marblehead, Mass., sells pix NYO&W, NH, Old Colony, Rogers and Cooke builders' pix. List for 25c.

GRAHAME HARDY, Carson City, Nex., buys and sells railroadiana, old issues Railroad Magazine, Trains, rr. books, etc. Big list free.

WALT HARRIS, 45 W. Elm St., Stockton, Calif., sells Railroad Magazine, Trains, Mdl. Craftsman, other mags., emp. tts., pix. List for 3c stamp.

DOUG HAUSTEIN, 94 Winans Ave., Cranford, N. J., sells sets of 4 signs printed in 2 colors "Please Do Not Handle Trains," "Hey, Bub, no Touch!", etc., 50c set. (Ed. note: Doug is invalid, age 18; can't walk.)

RAY HIGGINS, 419½ Katahdin Ave., Milinocket, Maine, sells p.c. size pix BAR, MeC, CPR, CNR, Me. n.g., stations, cars on approval.

E. E. HOSIER, 493 Valley View Dr., Paradise, Calif., will buy any size loco or station pix Fall Brook Ry.

WM. HOOVER, 707 Moore St., Hackettstown, N. J., buys any size DL&W pix, negs., tts., emp. tts., books, old prints.

CARL JOHNSON, 2256 W. Wilson Rd., Clio, Mich., wants Railroad Magazine '29-'56, June '57. Write first.

J. JOHNSON, (M-K-T airbrake inspector), 2805 Proctor Ave., Waco, Tex., collects steam loco bldrs. plates; has 130.

ARNOLD JOSEPH, 2512 Tratman Ave., New York City, sells back issues Railroad, Trains, other mags.; list for stamped env.

WM. KESSEL, 194 Olean St., E. Aurora, N. Y., sells Rand McNally rr. maps '52, NY, Pa., Ohio, Mich., N.J., Vt., etc.

DON KISSICK, you gave no address.

KARL KOENIG, 806 Penninsula Ave., Burlingame, Calif., buys pix, negs., 35mm slides SP 4454.

BASIL KOOB, Box 279, Ft. Dodge, Ia., will sell Railroad Magazine, Trains, Mdl. RRer, '45 to date; also pix CGW, IC, C&NW, Soo, etc. Wants 16mm films, any subject, any cond.

JOHN KRISKEY, 179 N. Water St., Byram, Conn., will trade rr. spikes for 3rd Ave. El spikes; also trades 120 size NH slides, buys steam negs.

J. P. KRZENSKI, 14 W. 23rd St., Deer Pk., N. Y., will photograph LIRR on request, size 4x5, 2¼x3¼.

OTTO KUHLER, KZ Ranch, Pine, Colo., sells South Park bookends, other n.g. mementos made from old Colo. n.g. rails. Free folder.

WES LAUCASTER, 101 Bradman St., Auburn, Maine, wants trolley pix, Maine, Berlin, N. H., Green Bay-Depere, Wis., Winfield-Ark. City interurban, etc.

PAUL LEVASSEUR, 112 Mt. Pleasant St., New Bedford, Mass., will sell antique rr., trol., express co's, canalboat papers, pix. List free.

STEVE LISKA, 5122 N. 39 St., Milwaukee, Wis., trades trol. pix for any size trol. negs.

H. J. LUNA, 1244 Paloma Ave., Burlingame, Calif., wants pix SF Muni trol. at B'way and Burlingame Sta. with steam loco.

E. W. MAIER, 630 Marion Ave., Kalamazoo, Mich., trades PRR calendars; wants '53, '52, '41, '40, all pre '37.

JOHN MARTIN, Bareville, Rte. 1, Pa., will sell condr.'s lantern electrified $9, trol. headlight $10, WT hand lantern red globe $4.

DAVE MARTINDELL, 3627 Burlingame, Topeka, Kan., sells size 616 steam negs, Midwest, West; list free.

M. D. MEYER, 238 W. Water St., Brillion, Wis., trades steam, diesel, trol. pix for trolley negs. any size.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., sells 35mm color slides, steam, diesel; list free.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn., sells C&NW tts., psgr. tarriffs or trade for std.-gage toy tr. catalogs.

B. MOLNAR, 89-22 75 Ave., Glendale, N. Y., sells, trades trolley, el, rr. pix, other rr. material; list.

J. MURRAY, 33 Winthrop St., Rehoboth, Mass., wants "Century of Rdg. RR. Motive Power," Kiefer's "Evaluation Steam and Diesel Power," Off. Guides '10-'25.

STEVE PATTERSON, 1309 Magnolia Ave., Kingsport, Tenn., will sell 50 emp. tts., 25c ea., 5 for $1. Wants steam loco books, blueprints, tr. ords., N&W mags.

TOM PEEBLES, Box 807, Stellarton, N. S., Canada, sells size 616 steam, diesel pix. No list; state wants.

KEITH PRATT, Bloomfield Sta., Prince Edward Island, Canada, will buy map of all Colo. n.g. lines. Write first.

ANTON PRONEK, Box 564, New Buffalo, Mich., will buy Alexander's "Pennsylvania RR.," "SP History," "History and Development of Loco.," etc.

TOM PUSCHOCK, 126 W. Railroad St., Nesquehoning, Pa., sells size 4x5 color pix. List for stamped env.

Rev. EARL PYM, 1317 Garfield Rd., Burlington, N. C., wants 35mm color slides Sou. P-4.

JOE QUINN, Box 24, Tillson, N. Y., buys, sells, trades steam negs. size 120 or larger. List for 3c stamp.

W. B. REDMAN, 8781 Arcadia Ave., Detroit, Mich., wants Woods (Mich.) Guide '10. Will sell Trains compl., 16 PRR calendars.

SY REICH, 92 St. Marks Pl., New York, N. Y., sells size 3½x5 pix, steam, diesel, electric. List for 3c stamp. Will trade EMD diesel bldr's numbers.

HARRY SAKRISON, Box 74, Kelly Lake, Minn., will sell 237 issues Railroad Magazine 1936-'56 incl., exc. '55, good cond.; also Sept. '43, Feb. '45, Mar. '48; best offer for lost must incl. frt.

W. D. SHERMAN, (MP loco fireman), 511 N. 6 St., Crochett, Tex., starting switch-key collection, interested in all roads.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells B&M tts. '14-'17, old Off. Guides, maps, books, railroadiana. List, rr. souvenir 20c.

HARTLAND SMITH, 467 Park, Birmingham, Mich., sells Railroad Magazine, Trains, ERA Headlights, Modern Tramway, Off. Guides, etc.; list free.

K. M. SMITH, 758 Maple St., Fostoria, O., will sell waybills, transfers, etc. Columbus, Hocking Valley & Toledo late 1890's.

M. K. SMART, RD 2, Spring Mills, Pa., wants info. A&P, Frisco, MP, SP, also ICC valuation reports on class I rrs. Will buy Mallet pix.

GEO. SNYDER, 10905 Governor Ave., Cleveland, O., will sell pix p.c. size, Cleveland Ry., CTS, 10c ea. Free sample. Answers all mail.

A. SPIGLER, 1729 Pepper St., Burbank, Calif., wants OR&L negs., pix before '20.

CARROL STANLEY, 34 Robert Court, Piedmont, Calif., wants interurban spl. No. 9 Sac. N.; SN negs., all sizes; tts., emp. tts.

ART STENSVAD, 811 E. 3 St., North Platte, Neb., sells 12 DW 8x10 pix DRG&W n.g. or UP steam $10.

KEN STEPHANISHIN, Box 302, Revelstoke, B. C., Canada, wants size 616 negs. CPR steam; also tr. orders. Answers all mail.

AL THOMAN, 502 Dale View Ave., Belmont, Calif., will sell Trains bound vols. 4-6, "Slow Train to Yesterday," "Cable Car Days."

WM. TODD, 218 Longnecker St., Buffalo, N. Y., will trade bldrs. plate and loco. whistle for NYC, LV, DL&W negs.

FRANK TRACEY, Jeffersonville, O., wants loco pix DT&I, C&MV.

HENRY WAGNER, 1724 Cottage 8, Indianapolis, Ind., buys steam, diesel pix PRR, NYC, SLSF, NKP. (Ed. What size pix?)

BILL WARDEN, 1216 Shamrock Ln., Waynesboro, Va., sells action pix, steam, diesel, B&O, PRR, N&W, LIRR, BC&G, VBR, others. List, sample 10c.

E. A. WEBB, Box 42, Logansport, Ind., sells size 116 pix WAB, C&O, GTW, etc. List and Sample, 20c.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., sells pix size 124 SP 2027, 15c.

OTTO WEISS, 32-52 34 St., Long Island City, N. Y., wants any size pix mine locos pulling 4-wheel cars.

C. W. WITBECK, Box 697, Brookhaven, Miss., disposing of several thousand size 116 and pc negs. taken 1929-'56, all rds. outside South; 300 glass negs. 8x10 cars, locos, taken 1906-'19. Lists free. (Ed.'s note: He is a widely-known photographer and collector of loco pix.)

J. A. WITNAL, 218 Longnecker St., Buffalo, N. Y., trades steam items.

ULIEN WOLFE, 8100 Bay Pkway., Brooklyn, N. Y., sells transfers, large US cities; list free.

CHAS. WOOD, 21 Clinton St., Rouses Pt., N. Y., will sell 250 negs., 400 engine pix, 158 issues Railroad Magazine '35-'50, 110 issues Trains '42-'52. Best offer ea. group or trade for HO gage items.

H. W. ZENGER, 148 Hunter St., Glens Falls, N. Y., sells old Railroad Magazines 3 for $1, Off. Guides, rr. books, etc. List for 3c stamp.

BEN WILLEMSEN, Grutstraat 34, Doentinchem, Holland, will trade clear photos old or modern European trolley cars for copies of Railroad Magazine. Write first. (Ed.—He writes good English.)

JOHN AARDEMA, 114 16th Ave., Paterson, N. J., wants pix NYC insp. locos Oneida and Buffalo, also 2-4-4-0 and 2-4-6-0 Mallets. (What size pix, John?)

DAN HENNON (B&O engr.), Box 384, Painesville, O., will sell 1800 dif. size 616 loco pix, incl. over 150 Camelbacks, best offer.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit, Mih., wants 35mm color slides of last streetcar runs, any city.

FRANK SEIFFERT, Jr., Box 21, Orange, N. J., sells pix Eastern steam and trolleys. Either list and 2 pix 25c; both lists and 3 pix 40c. Specify.

WM. KESSEL. 194 Olean St., East Aurora, N. Y., sells recent rr. maps NY State and Penna., postpaid $1.10 ea. (specify which state); both $2.

MODEL TRADING POST

HARRY BRITTON, Rte. 3, Urbana, O., will buy park-size steam loco, cars, track.

WM. COX, 1146 Clark Dr., Los Angeles, Calif., will sell Buddy L rr. rare machine shop with trav. crane, steam wrecker, loco, tender, 5 new cars, never run, $850 or trade for 16mm camera or offer.

JOEL GORDIEJEW, 1602 Genesee St., Trenton, N. J., will sell 027 gage Lionel set and accessories; list for 3c stamp.

JIM HICKS, 4704 Vineta, La Canada, Calif., will sell HO gage D&RGW 2-6-0, bag. car, combo and pass. cars, new, $35.

E. P. HOSTETLER, 444 Anderson Ave., Oakland, Calif., will buy old toy trs., trols., cats.

GLENN KRUSCHKE, Box 501, Largo, Fla., sells size 116, 120 diesel negs. or trade for HO gage models, kits.

A. R. MASON, 15016 Schuyler Ave., Cleveland, O., sells HO gage frt. cars; list for stamped env.

AL MILLER, 3212 34 Ave., S. Minneapolis, Minn., buys std.-gage trs., access., catalogs, etc.

J. MURRAY, 33-R Winthrop St., Rehoboth, Mass., will sell compl. park-size steam tr., track. Pix, details $1 refundable.

O. A. PARRIS, 1019 13 St., Bremerton, Wash., will trade OO gage cars, Scalecraft or Lionel for OO gage Nason cars built or in kit, Scalecraft OO gage CNW class H tender.

CARL WIELAND, Rehoboth Beach, Del., selling AF "S" DC locos, switches, cars, recent Off. Guides. Send for list.

JOHN LYKO, 2721 S. Keeler St., Chicago, Ill., selling HO cars, unused, assembled, and kits, cost $400, lot $185, or singly. List for 3c stamp.

ED WILLIAMS, 423 Lenox Ave., Oneida, N. Y., will trade 7 copies original adv. IC farm lands Petersons Mag. 1864 for O gage streetcars.

Canadian National Magazine has been renamed *Keeping Track*. Mrs. Jean Getley, a CNR stenog at Toronto, won a $500 prize for suggesting the new name. "A fellow employe spoke about keeping track of an order," she says. "Something clicked. I wrote it on a contest entry blank, and I won."

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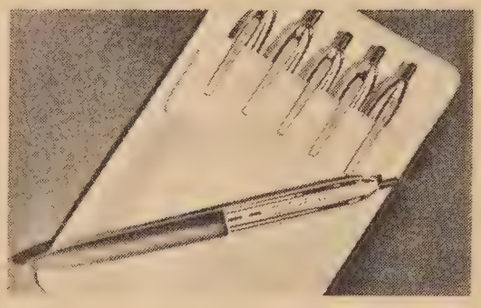

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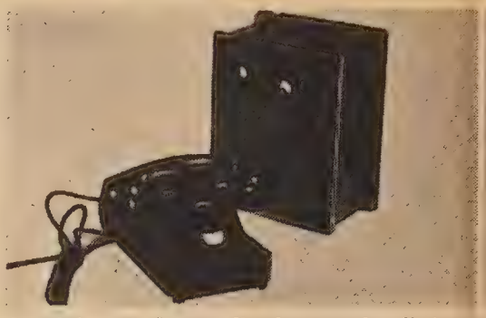

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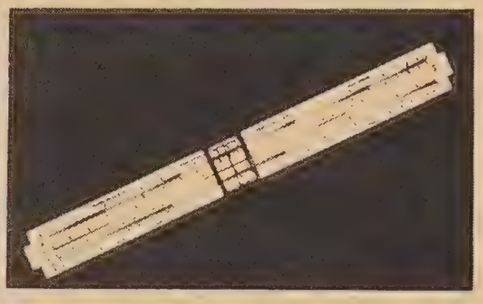

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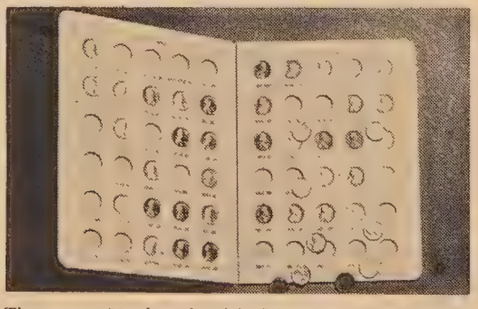

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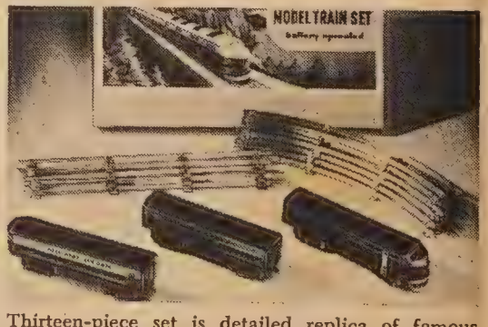

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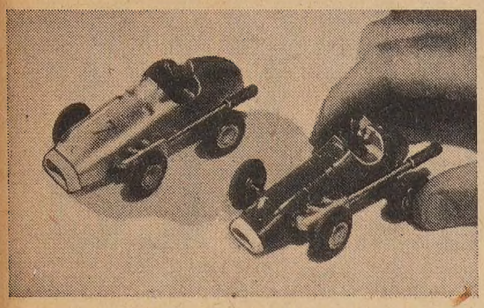

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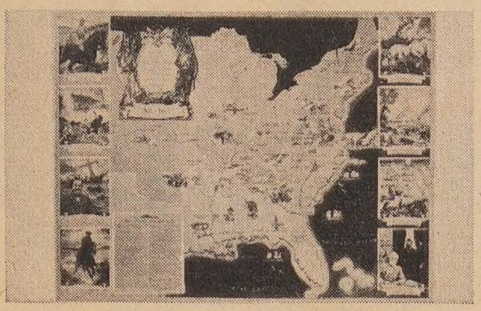

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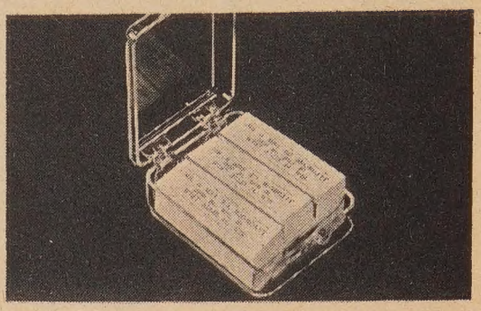

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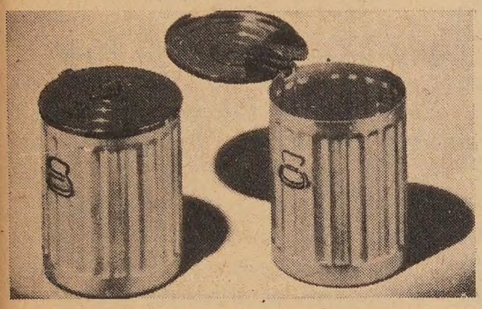

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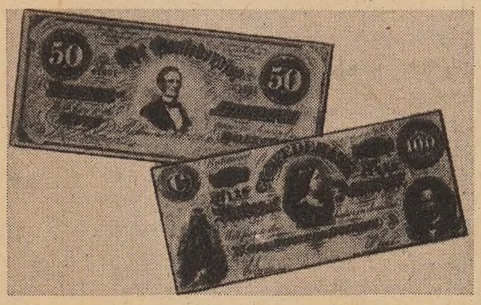

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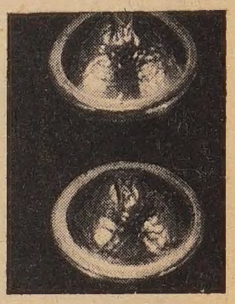

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Yes! Here at last is your chance to gain the *super-powered, file-cabinet memory you've always dreamed about* . . . so easily and so quickly that you'll be astounded . . . AND ACTUALLY DO IT WITHOUT RISKING A PENNY!

Let me explain! I don't care how poor you may *think* your memory is now! I believe that you have a memory 10 TO 20 TIMES MORE POWERFUL THAN YOU REALIZE TODAY! I believe that your memory is working at a tiny fraction of its true power today—*because you simply don't know the right way to feed it facts!* Because you don't know the right way to take names and faces and anything else you want to remember—*and burn them into your memory so vividly that you can never forget them!*

Yes! Remembering is a trick! Powerful memories can be made to order—you don't have to be born with them! The secret of a super-powered, hair-trigger memory is as simple as tying your shoelace! I can teach it to you in a single evening! *And I'm willing to prove it to you without your risking a penny!* Here's how!

Would You Invest Three Hours of Your Time to Transform Your Memory?

All I ask from you is this. Let me send you—at my risk—one of the most fascinating books you have ever read. When this book arrives, set aside only one evening. Give this book your uninterrupted attention. *And then get ready for one of the most thrilling accomplishments of your entire life!*

Take this book and turn to page 39. Read eight short pages—no more! And then, put down the book. Review in your own mind the one simple secret I've shown you. *And then—get ready to test your new, AUTOMATIC memory!*

What you are going to do, in that very first evening, is this! without referring to the book, you are going to sit down, and you are going to write—not five, not ten, but TWENTY important facts that you have never been able to memorize before! If you are a business man, they may be customers' orders that you have received . . . if you are a salesman, they may be twenty different products in your line . . . if you are a student, they may be the twenty parts of your homework . . . if you are a housewife, they may be important appointments that you have to keep tomorrow!

In any case, you are simply going to glance over that list again for a few moments. *You are going to perform a simple mental trick on each one of these facts—that will burn that fact into your mind, permanently and automatically!* And then you are going to put that list away. You're going to bed without thinking of it again.

And the next morning, you are going to amaze your family and friends! When you go down to business, you'll attend to every one of those orders—*automatically*—without referring to your memo pad! For perhaps the first time in your life, you'll be able to *plan ahead your entire day*—automatically, in your own mind—without being a slave to reminders, or notes, or other "paper crutches!"

Yes! And you'll amaze your friends by remembering every product in your line—backwards and forwards—in the exact order that you memorized them! You'll keep every single appointment on time—*because one appointment will automatically flash into your mind after another—at the precise moment you need them—exactly as though you pushed a mental button!*

All this—in a single evening! Here is a gift that will pay you dividends for as long as you live! *A simple trick . . . a simple secret of burning facts into your memory that may change your entire life!*

Suddenly, Whole New Worlds of Self-Confidence Open Up for You!

But this is just the beginning of the "miracles" you can perform with your memory! This secret is just one of the over 50 MEMORY INTENSIFIERS contained in this book! You have seen men and women use these exact same methods on television to astound you! *But you never knew how incredibly simple they were—once you learned the inside secret!*

For instance—REMEMBERING NAMES AND FACES! How many times have you been embarrassed, because you couldn't remember the name of the person you were talking to . . . or introduce him to a friend! *In as little as one short week after you receive this book,* how would you like to walk into a room full of TWENTY new people . . . meet each one of them only once . . . *and then remember the names—automatically—for as long as you live!*

Yes! These names and faces are filed in the storehouse of your memory—permanently! Whenever you meet these people on the street . . . whenever you bump into them at the club . . . whenever they drop in unexpectedly at a friend's house—*the instant you see their face, their name pops into your mind automatically!* There is no hesitation, no embarrassment! *By the time you can reach out to shake their hands, your memory has delivered all the important facts you need to please them!*

Think of the advantage in business—when you can call every customer by his first name—and then ask for his wife and children, instantly, by *their* names! Think of the impression you'll make when you ask him about the state of his business, about his hobbies, when you even repeat—almost word for word—the last conversation you had with him! Think of becoming a celebrity at your club—as the member who "knows everyone" . . . who can be depended upon to avoid mistakes, to win new friends for the organization, to get things done!

But this is still just the beginning! This book teaches you to *remember exactly what you hear and read!* It gives you the confidence you need to make an important point at a business conference . . . to back up your opinion in discussions . . . become a *leader* in conversation, with dozens of interesting facts at your fingertips!

This book teaches you how to memorize a speech, or a sales presentation—in minutes! It teaches you how to remember every card played when you relax at night! It can improve your gin, or poker, or bridge game by 100% in a single week!

MEET HARRY LORAYNE **"The human being with the most phenomenal memory in the world!"** Harry Lorayne has lectured in front of thousands of Americans! Rotarians, Elks, Masons, Chamber of Commerce groups have all called on this amazing man to prove the business and social power of a strong, reliable memory! Lorayne's memory is so strong that he can remember the names, faces, addresses and occupations of over **700 different people in a single evening—after meeting each one of them only once!**

And yet, a few short years ago, **this man's memory was no better than yours!** This man trained his own memory—he built the most fabulous memory in the world from scratch! And now he gives you the very same secrets he discovered and perfected himself! Memory Builders that work overnight! Secrets that can change your entire life in a single week—OR EVERY CENT OF YOUR MONEY BACK!

Read the thrilling details on this page! Try them—ENTIRELY AT OUR RISK!

This book shows you how to improve the depth and force and power of your mind! It shows you how to double your vocabulary . . . learn dozens of ways to burn new words into your memory . . . learn their meanings without looking them up . . . repeat entire phrases, sentences, paragraphs from the great writers! You'll be able to learn a foreign language in just a few short weeks—at least three to four times as quickly and easily as you could without this system! You'll be able to hear a joke, story or anecdote only once, and then repeat it in the same hilarious way!

Yes! And most important of all, this book will show you how to *professionally organize your mind*—do what you have to do in *half* the time! You'll remember dates, addresses, appointments—automatically! You'll carry dozens of telephone numbers in the file-cabinet of your mind! You'll stop going back over work two or three times because you'd forgotten something! *Let me send you this book—and prove these facts in one short evening—OR IT DOESN'T COST YOU A PENNY!*

Try It Entirely at My Risk!

The name of this book is HOW TO DEVELOP A SUPER-POWER MEMORY! I believe that this book is revolutionary—because it proves, once and for all, that memory improvement *can* be fun . . . it *can* be exciting . . . it *can* be passed from one person to another—automatically!

This book is a word-for-word copy of my regular mail-order course, which I sell for $25. However, the book costs you only $3.98! *And I want you to try this book—in your own home—entirely at my risk!* Here's how!

First, try for yourself the experiment I have described in this article! *See for yourself the almost-unbelievable results in the very first evening alone!* And then, continue to use the book for an additional week! In this very first week alone, if this amazing book doesn't do everything I say . . . if it doesn't give you a file-cabinet memory—no matter what your age—no matter how poor you may think your memory is today—*then simply return the book for every cent of your money back!*

You have nothing to lose! Act TODAY!

EVEN THE EXPERTS CHEER!

From the top newspapers in America! Enthusiastic raves of Harry Lorayne's new automatic memory improver! Read what top, hardboiled critics say about this man—and his wonderful method.

Robert Coleman, New York Mirror, May 21, 1957 . . . a swell party . . . The stellar entertainer was Harry Lorayne, billed as "The man who has the most phenomenal memory in the world." After watching Harry at work, we were inclined to agree with that statement!

Ruth Ruzzie, WNNT, Virginia . . . this book is fascinating reading . . . Harry Lorayne states this emphatically . . . THERE IS NO SUCH THING AS A POOR MEMORY . . . ONLY A TRAINED OR UNTRAINED MEMORY. He shows in this fascinating book how to easily train your own memory to retain facts . . . figures . . . places . . . people and whatever you wish to remember . . . how to quickly memorize speeches or facts that you wish to remember for future use . . . I found HOW TO DEVELOP A SUPER-POWER MEMORY an experience in reading.

Ed Galing, Pennsylvania Intelligencer, April 5, 1957 . . . Have you ever wished you had a better memory? That you could remember names, places, things? Well, Sir, a new book just out is guaranteed to improve your memory and you will be able to amaze your friends with your feats of memory . . . "HOW TO DEVELOP A SUPER-POWER MEMORY," by Harry Lorayne. The author can call more than 700 persons by their first name after meeting them for the first time . . . The book contains the secret on how to be a good rememberer . . . If you're having trouble remembering a phone number or an anniversary give this book a try. It could make you happy, successful, rich.

MAIL NO-RISK COUPON TODAY!

MEMORY RESEARCH CORP., Dept. 2406
114 East 32nd Street, New York 16, N. Y.

Gentlemen: Yes, I want to try a copy of Harry Lorayne's amazing new book HOW TO DEVELOP A SUPER-POWER MEMORY—entirely at your risk. I will pay postman only $3.98 plus low C.O.D. charges. I will use this book for a full ten days at your risk. If I am not completely delighted . . . if this book does not do everything you say, **I will simply return it for every cent of my money back.**

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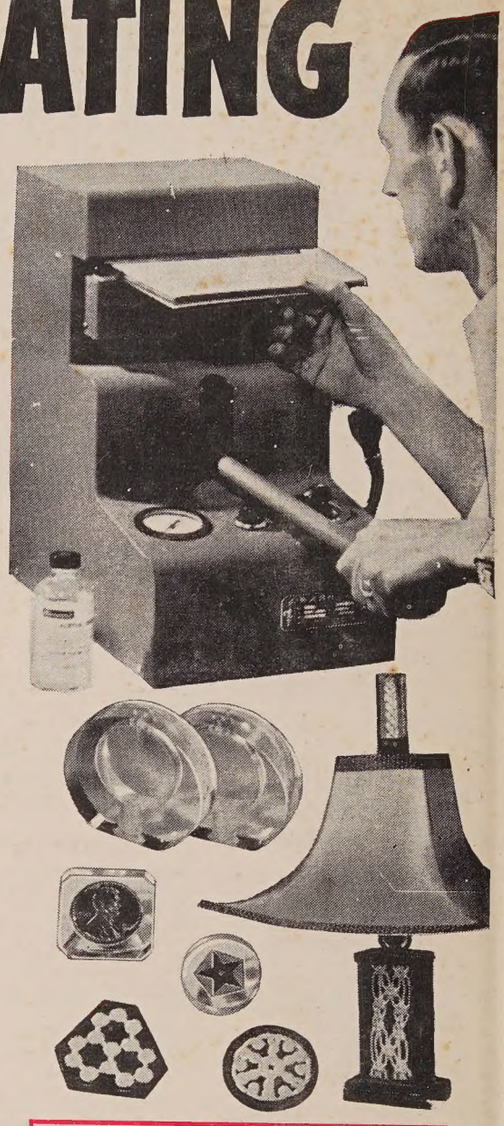

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